

# CAA JOURNAL

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## Meetings Staged by Pilots Promote Safety Education

Tremendous advance in air safety education has resulted from more than 700 meetings staged by pilots, at which they discussed accident prevention and made recommendations for more flying safety.

Within the past year, 20,000 pilots have attended this special type of panel discussion meeting proposed by the Civil Aeronautics Administration, according to Charles F. Horne, Administrator of Civil Aeronautics, U. S. Department of Commerce. In most cases, pilots comprise the panels, and a pilot serves as moderator in guiding discussion from the floor. So interested have pilots become in discussing improvements in pilot techniques that the meetings are becoming routine in many places and are being held on definite schedules.

"We are proving again in aviation that we can get more safety through education", Administrator Horne said. "Now we are getting proof that the best education is what the pilots give themselves."

Every grade of pilot has taken part, from the student just learning to fly to the veteran who pilots the planes used by corporations for executive travel. Of particular interest was the attendance at these meetings of many of the non-flying public and the sponsorship by noonday service clubs of several of the meetings.

In several CAA regions, the discussion type meeting of pilots has grown into a more comprehensive program for safety, and at Sacramento, Calif., pilots presented seven major recommendations for safety at the Municipal Airport, all of which were immediately adopted. Branching out from the pilot-error type of accidents which were the subjects of the meetings, many groups have sent recommendations to the CAA and the Civil Aeronautics Board for changes in the regulations which they think will improve flying safety.

CAA Aviation Safety Agents are not sure that the pilots who most need safety education—that is, those who are careless, who show off and fly like daredevils—actually attend these meetings, but they believe that this kind of "organized hangar flying" ultimately will have its effect on all segments of the flying fraternity.

Pilots of the Second Region of the CAA, consisting of the southeastern states, and those of the Fifth, middle central states, have been most enthusiastic

about the discussion meetings. In the Second, 4,000 have attended 115 meetings, and in the Fifth, 9,372 have attended 409 meetings. In each case, most pilots attending held private pilot certificates.

"I can hardly imagine a group of automobile drivers sitting down and talking about the accidents which they cause," E. S. Hensley, Director of the CAA's Office of Aviation Safety said, in appraising the meetings. "But here we have thousands of pilots giving testimonials about their own 'sins' in flying. More important for all of us, they are working out means for reducing the number of these accidents, and proposing preventive means for all pilots to follow. This is the sort of solid promotion that can make flying far more popular with the mass of our citizens than it ever has been."

In the kit which it prepared, the CAA suggested four types of accidents attributable to pilots: landing in unsuitable terrain; collisions; bad landings; and stall-spin accidents. In most meetings, the time was too short for even one of these subjects to be

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## Aviation Courses In High Schools Urged by CAA

The growing difficulty of the aviation industry and government agencies in hiring engineers with knowledge of aeronautics and related subjects has prompted the publication by the Civil Aeronautics Administration, U. S. Department of Commerce, of a suggested one-year vocational course for High Schools, entitled "Exploring Aviation."

Pointing out that the situation today approximates that in 1942 when the CAA first urged that school systems include a pre-flight course in High Schools, the Office of Aviation Development of the CAA now urges school administrators to install a general course in aviation matters. First half of the proposed year's course would survey the material of aviation, and be of enough general interest to attract large numbers of students. The second half of the course would deal with the personnel who are engaged in aviation pursuits and be directly applicable to those who are considering vocations. The CAA adds that flight experience, if it can be made available, would contribute importantly to the value of the course.

The outline proposes 24 source books and pamphlets for use by teachers and lists 146 moving picture films and film strips as additional sources. Fifty of these are in the CAA's film library and may be borrowed at no rental cost.

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## Discontinuance of Publication

Effective with this issue, the CAA Journal will suspend publication. The necessity for this action arises from drastic curtailment of operating funds. However, the CAA, through the Office of Aviation Information, plans to furnish former subscribers to the Journal with a mimeographed sheet, issued at intervals, containing pertinent information on Civil Air Regulations, Regulations of the Administrator, Amendments and Supplements to Manuals, and other data of aeronautical interest. The Superintendent of Documents will make adjustments of unexpired subscriptions on a proportional basis.

## Suspensions

Low flying over Medicine Park, Okla., for landing an aircraft within a danger area on the Fort Sill Military Reservation without permission, and for other violations—30 days from April 28—James R. McCracken, Oklahoma City, Okla. (Commercial.)

Low flying over a farm near Conway, Ark. (The flight ended in a crash when the plane stalled at low altitude.)—3 months from May 26—Jessie L. Morris, Jr., Houston, Tex. (Student.)

Failure to have a valid medical certificate in his possession and failing to have a registration certificate and operating limitations in the aircraft—30 days from May 23—Louis Jerome Bernard, St. Louis, Mo. (Private.)

Operating an aircraft which did not carry a valid airworthiness certificate nor a registration certificate and for other violations—90 days from May 13—Frank H. Dockendorff, Danville, Iowa. (Private.)

For landing at Lincoln Municipal Airport, Lincoln, Nebr., without clearance when the ground visibility was less than 3 miles and for other violations—30 days from May 2—Maurice Keliher, Rapid City, S. Dak. (Private.)

For failing to file an accident report within 7 days, for failing to have a valid medical certificate in his possession and other violations—90 days from May 8—Orta Low Staley, Jackson, Wyo. (Private.)

While overtaking another aircraft, failed to keep out of the way of the other aircraft by altering his course to the right and flew 20 to 50 feet above the other plane—30 days from April 22—John J. Sherer, Boise, Idaho. (Private.)

For flying an aircraft in acrobatic flight while carrying a passenger when all occupants of the plane were not equipped with approved parachutes—5 days from April 19—Donald E. Morris, Troutdale, Oreg. (Commercial.)

Starting an aircraft that was neither braked or chocked (A passenger sitting at the controls became excited when the engine started and pulled the throttle open, causing the aircraft to run into two parked aircraft.)—30 days from Feb. 1—Bryce R. Hiles, Sumner, Wash. (Private.)

Failing to familiarize himself with information necessary to his flight and operating an aircraft during instrument conditions when he did not hold an instrument rating (When the weather closed in he was forced to crash-land on the top of a stand of second growth fir.)—30 days from Feb. 2—Stanley O. Clifton, Flagstaff, Ariz. (Commercial.)

Operating an aircraft within an airspace reservation without permission—30 days from Feb. 2—Arnold L. Carlson, Portland, Ore. (Private.)

Failing to have sufficient fuel for his flight and operating an aircraft during the hours of darkness when his position lights were inoperative (Caught after dark with little fuel and no lights, the pilot landed on a highway, forcing an automobile off the road.)—6 months from Feb. 5—Stanley P. Wood, Tacoma, Wash. (Private.)

Flying as low as 40 feet above a residence (During the low flight the aircraft struck a power line.)—6 months from Feb. 5—Deryl M. George, Bremerton, Wash. (Private.)

Starting an aircraft without having it properly braked or chocked (When the engine started the uncontrolled aircraft crashed into a passenger-loading ramp.)—30 days from Feb. 5—Jerry L. Robinson, Spokane, Wash. (Private.)

## Revocations

For low flying and performing acrobatics over a congested highway and over the town of Leesburg, Va. (The flight terminated when the plane ran out of gasoline and crashed in a wheat field, causing

major damage to the aircraft.)—Carl Allen Rollins, Jr., Manassas Va. (Private.)

"Buzzing" a congested area of Richmond, Va., at low altitude and engaging in acrobatic flight within a civil airway and control zone.—Robert Bridges Baine, Norfolk, Va. (Private.)

Operating an aircraft while carrying a passenger. (Encountering instrument conditions, he continued his flight and crashed in a heavily wooded area, totally demolishing the aircraft and injuring the passenger.)—Irving John Vanderhoef, Capital Heights, Md. (Student.)

Operating an aircraft while carrying a passenger—Alexander Savonick, Trenton, N. J. (Student.)

For filing a false accident report—Thomas Ervin Speir, Little Rock, Ark. (Student.)

For serving as a duster pilot for hire and for other violations (Due to darkness he piloted the aircraft into some electric power lines, crashing and severely damaging the plane and inflicting severe injuries to himself.)—Jerry D. Nelson, Newport, Ark. (Student.)

Piloting an aircraft on a solo flight when his student pilot certificate had not been endorsed by a flight instructor authorizing a solo flight, for piloting an aircraft which did not carry a registration certificate issued to the owner and which did not have a current airworthiness certificate—(John Thomas Fitts, Oklahoma City, Okla. (Student.)

Piloting an aircraft when he did not have a valid medical certificate in his possession, for filing a false accident report, and for other violations.—Dennis Lamar Conlee, West Memphis, Ark. (Private.)

Carrying a passenger and for low flying (The plane stalled and crashed, injuring the passenger and damaging the aircraft.)—Vern Homer Kells, Sublett, Kans. (Student.)

For signing reports representing that he had performed a periodic inspection on an aircraft, when the inspection had not been performed in accordance with requirements—George Norman Behney, McCool Junction, Nebr. (Mechanic certificate with aircraft and aircraft mechanic rating.)

Making an international cross-country flight when he was the holder of but a student pilot certificate, for carrying a passenger, and for other violations.—Donald Vollie Lykins, Burbank, Calif. (Student.)

Operating an aircraft for hire, giving flight instruction for hire when he did not possess a flight instructor rating, and other violations—Roland C. Sperry, Manhattan Beach, Calif. (Private.)

Failing to surrender his certificate following suspension—Richard H. Sleep, Bonners Ferry, Idaho (Private.)

## High Schools Urged to Offer

### General Courses in Aviation

(Continued from page 65)

"Aviation now is approaching its war-time status of being one of the biggest industries in the country," Charles F. Horne, Administrator of Civil Aeronautics, said. "The industry is advertising continuously for electronic and aeronautical engineers. I consider it very important to the future of this great industry that youngsters in High School be informed of the opportunities awaiting them when they are qualified. We directed students to the important job of flying a plane in 1942. Now we believe the schools can serve the country's needs by urging a technical aviation career on the boys and girls now in High School."

Copies of the proposed course are available from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., at 25 cents per copy.



## CAA JOURNAL

DEPARTMENT OF COMMERCE  
Charles Sawyer, Secretary

Civil Aeronautics Administration  
Charles F. Horne, Administrator

Ben Stern, Director  
Office of Aviation Information

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## CAA and CAB Releases

Copies of CAA releases may be obtained from the CAA Office of Aviation Information. CAB releases are obtainable from the Public Information Section of the Board.

### Administration

CAA Urges Schools to Teach General Aviation—(CAA 52-24) (June 8).

CAA Reports Sharp Drop in Stall-Spin Accidents—(CAA 52-25) (June 15).

CAA Issues Study Showing 50,000 U. S. Aircraft in Use—(CAA 52-26) (June 15).

Edgar Smith Appointed CAA Pacific Islands Administrator—(CAA 52-27) (June 22).

Pilots Seek Safety in 700 Discussion Meetings—(CAA 52-28) (June 24).

### Board

CAB Decision on Conversion to Knots and Nautical Miles—(CAB 52-38) (June 4).

CAB Approves New Nassau Air Service—(CAB 52-39) (June 9).

Six Airlines Amend Tariff Rules—(CAB 52-40) (June 23).

Board Issues Robinson Airlines Seven-Year Extension—(CAB 52-41) (June 27).

Renewal of Empire Air Lines Temporary Certificate Authorized and Proposed Merger With West Coast Airlines Approved—(CAB 52-42) (June 27).

## Student Pilots Encouraged

### To Visit CAA Safety Offices

Student pilots are invited and encouraged to visit the Aviation Safety District Offices of the Civil Aeronautics Administration, which are located at strategic points throughout the United States. These offices are open to the flying public, and the personnel of these offices are able and eager to assist in any flying problems encountered. The Interstate Airways Communications Stations and Airport Traffic Control Towers are open to the flying public for any aid they can provide.

# CAA Agents Working With Carriers In Maintaining Air Commerce Safety

Maintaining safety in air commerce, at home and abroad, is a responsibility which the Civil Aeronautics Administration shares with air carriers of the Nation, scheduled and irregular. To carry out its responsibility in the field of safety, the CAA has a small staff of experienced and skilled experts familiar with every phase of air carrier operations and maintenance.

The CAA does not have, and has never sought, a staff of safety agents so large that they would carry on continuous and detailed inspection of all air carrier operations. An agent can not be on hand to check each flight before take-off, but neither carriers nor pilots know when a CAA agent will put in an unexpected appearance, either to make an inspection flight or to conduct a quick check of maintenance. When it is remembered that seven or eight air carrier flights take off somewhere in the United States every minute, it can be seen that even a cursory check of each plane before take-off would require a vast force of safety agents.

The CAA's organization to handle air carrier safety was carefully designed to avoid the necessity for a large army of agents, but at the same time was planned to insure safety by providing regular and thorough inspections of aircraft maintenance and flight operations systems and procedures. Thanks to this system, the number of agents assigned to air carrier inspections has remained fairly constant during the last two years, even though the volume of air travel has doubled.

The CAA has 236 agents who watch air carrier operations, 85 who inspect maintenance, and 27 who check communications equipment.

**Carriers Receive Certificates.**—After the Civil Aeronautics Board issues a Certificate of Convenience and Necessity to a carrier, the carrier must then apply to the CAA for an operating certificate. This certificate is issued after an official CAA finding that the carrier is adequately equipped and able to conduct a safe operation over the proposed routes in compliance with the minimum standards established in Civil Air Regulations.

The CAA operations certificate lists the routes the carrier is authorized to fly, the type of aircraft to be used, the type of operation authorized, the regular and alternate airports to be utilized, and the approved weather minimums for landings or take offs at such airports. This authorized operational data is incorporated in an operations manual which the carrier must furnish to each pilot. Each aircraft has on board as part of its standard equipment an airplane flight manual for the particular airplane. This manual contains all the pertinent information relative to the operation of the aircraft, performance data, operations limitation as determined by test, and the operational data and performance limitations of engines, propeller, and other equipment and components.

The operating certificate also specifies time limitations for inspections, check, and overhaul of the aircraft and all components, as well as identifying those aircraft which have been found in condition for safe operation and are authorized to be used by the operator.

Agents-in-charge for operations and maintenance are assigned to each air carrier and are responsible for inspection and supervision of the carrier. For the larger carriers, these supervising agents have several assistants. One agent, however, may be assigned to handle several irregular carriers who operate only a few planes each.

**Agents Ride Airlines.**—CAA agents also ride the airlines, appearing unannounced at all hours of the day and night. Shortly before departure time, they board the plane for en-route inspections which

enables them to observe at first hand the competency of the crews in performing their duties both in the air and on the ground, the manner in which they file their flight plans, the study of the weather into which they will operate, and the computation of their reserve fuel requirements. These agents check all phases of the aircraft in flight, routes traversed and supporting ground facilities used en route.

In fact, a flight operations agent may be found at any time around the clock, in any one of many places, such as in the carrier's dispatch office observing the dispatcher's performance in his handling of aircraft in flight, in a control tower observing the monitoring of movement of air carrier aircraft in the traffic patterns or on ILS or GCA approaches. These are only a few of the many diversified duties of a CAA flight operations agent.

CAA agents give particular attention to maintenance bases and to maintenance practices. Carriers must have adequate maintenance inspection programs and operate adequate flight crew and maintenance personnel training programs. Pilots must be given flight checks every six months by company check pilots who have been approved by the CAA agent in charge of the carrier's operations. CAA agents observe at least 15 percent of these check flights.

**Training Programs Checked.**—Crew training programs are checked frequently to see that CAA standards are met. Airmen records are inspected at 3-month intervals. Company station facilities are inspected every six months. The CAA keeps a close check on maintenance bases. There are unannounced spot checks at the ramp to check the condition of aircraft and to see that weight and balance rules are followed in the loading of the aircraft.

Thus, by a system of spot checks and sampling inspections, the CAA is able to keep a close watch on air carrier operations, scheduled and irregular, with a small staff of experts.

Besides the personal contacts made by the agents, another phase of the CAA's safety program, handled through the air carrier maintenance branch, is making an important contribution to safety of air commerce. This consists of the daily reports of mechanical difficulties, made to the CAA by air carriers, which help keep air travel safe.

Carriers are required to report, within 24 hours, any mechanical difficulty or incident involving aircraft operation which might be considered hazardous to air safety. These reports, made to CAA agents in the field, are sent immediately to Washington, where a daily report is compiled and distributed to interested CAA personnel for study and appropriate action. A copy of this daily report is furnished the Air Transport Association, organization representing the U.S. scheduled airlines. ATA plays an important role in getting information contained in the daily report to interested persons among its membership by reproducing the report as the "Aviation Safety Information Bulletin," and distributing it to the industry.

**Reports Widely Distributed.**—In addition, the CAA furnishes copies of the daily reports to the Flight Safety Foundation, the Military Air Transport Service, the Air Line Pilots Association, the Civil Aeronautics Board, the Air Materiel Command,

Wright Field, and the Directorate of Flight Safety Research, Norton Air Force Base, San Bernardino, California.

Behind the reporting system is the idea that collecting and disseminating information on mechanical difficulties to the people who can minimize occurrences of similar difficulties will eliminate many potential hazards in time to prevent trouble. It is axiomatic that no matter how carefully a machine is designed and built, the true test of its dependability is in how it performs under the stress and strains of the job. Pooling the experience of all carriers is also a distinct advantage and the CAA feels that it is in an ideal position to speed up the rapid and accurate exchange of this vital information.

The plan is working, everyone agrees. For example, some time back aircraft of a certain type were having chronic and annoying generator trouble. From information furnished in the daily reports, CAA experts determined that an improper installation was the cause and the trouble was quickly brought under control.

When reports to CAA reveal a recurring difficulty, steps can be taken to find a remedy. When the remedy is found, an inspection program can be set up at once to remedy the defect in other planes before trouble develops.

In addition to the daily reports, the CAA issues Air Carrier Maintenance Alert Bulletins to advise CAA agents of possible unsafe or undesirable conditions.

Air carriers are cooperating in the program enthusiastically. Some of the carriers have daily conferences of maintenance personnel to discuss the Aviation Safety Information Bulletin.

The reports are not filed away and forgotten. They are studied carefully by the CAA and the industry. When the cause of difficulty is discovered or a remedy found, this is reported immediately in the daily report to permit CAA agents in the field and interested parties to take appropriate action.

This makes it possible for the CAA agents in the field to discover and eliminate a potential source of trouble before it develops. And in this the CAA has the cooperation of airline people all along the line, from pilots to maintenance men in out-of-the-way repair and overhaul bases which the airline passenger never sees. Thus the burden is made lighter for everyone concerned with safety, both in the CAA and in the industry.

## CAM Supplements and Aviation Safety Releases

(Obtainable from the CAA Office of Aviation Information, Department of Commerce, Washington 25, D. C.)

Aviation Safety Releases

No.	Date	Subject
358	4/7/52	Evaluation of Aircraft Fuels and Lubricating Oils (Canceled.)
359	4/10/52	Toxic Hazards and Fatigue in Agricultural Flying.

CAM Supplements

CAM No.	Supplement No.	Date	Title
60	7	4/1/52	Appendix A Transmitting Regulations of the Administrator Part 609.



# Official Actions . . . . . Civil Aeronautics Board

## Regulations

SR-382 ----- Effective June 24, 1952

Extends the rules provided in SR-362 for long-distance domestic scheduled air carrier operations until June 30, 1953, or until such time as the proposed revision of Parts 40 and 61 may be completed.

## Safety Orders

S-496 terminates proceeding in the matter of a complaint of the Administrator of Civil Aeronautics against Arizona Institute of Aeronautics (May 6.)  
S-497 denies petition of the Administrator of Civil Aeronautics for reconsideration of the Board's order S-466 in the matter of a complaint against Stephen H. Martonak (May 12.)

S-498 grants, with stated provisions, request of Cameron Iron Works, Inc., for waiver of sec. 9.2 (a) and (d) of Part 9 of the Civil Air Regulations insofar as they prevent the certification of B-26C aircraft in the limited category (May 14.)

S-499 terminates on June 8, 1952, the suspension of the airman certificate of Samuel D. Lohmeyer (May 21.)  
S-500 denies request for oral argument and dismisses the proceeding in the matter of a complaint of the Administrator of Civil Aeronautics against Thoger G. Jungersen (May 21.)

S-501 affirms, with modification, initial decision of examiner in the matter of the suspension of C. D. McAllister's airman certificate (May 23.)

S-502 sets aside the examiner's initial decision and order in the matter of the complaint of the Administrator of Civil Aeronautics against James McDonnell, and remands the proceeding to the examiner for oral hearing at a date and place to be fixed by him (June 6.)

## Airline Orders

E-6179 approves certain agreements involving American Airlines, Aerovias Nacionales de Colombia and various other air carriers, and other carriers, relating to intercompany arrangements. (Mar. 5.)

E-6180 amends order No. E-6163 so as to include proposals subsequently submitted in the matter of proposals by Eastern Air Lines and Pan American World Airways to extend the application of New York-San Juan coach/tourist class fares beyond March 23, 1952. (Mar. 5.)

E-6181 fixes and determines final mail rate to be paid Delta Air Lines on and after Oct. 1, 1951, over its entire system. (Mar. 5.)

E-6182 grants National Airlines exemption, effective from March 1, 1952, through May 31, 1952, so as to permit it to serve Beaufort, S.C., as a flagstop on its route No. 31 to provide air transportation to personnel and property moving under official military orders destined to the Marine Corps establishment at Parris Island from the Cities of New York, N.Y., Philadelphia, Pa., Washington, D.C., or Baltimore, Md. (Mar. 6.)

E-6183 grants Eastern Air Lines exemption, effective through May 31, 1952, so as to permit it to serve Beaufort, S.C., as a flagstop on its route No. 6 to provide air transportation to personnel and property moving under official military orders destined to the Marine Corps establishment at Parris Island from the Cities of New York, N.Y., Philadelphia, Pa., Washington, D.C., or Baltimore, Md. (Mar. 6.)

E-6184 amends order No. E-5722 in the matter of the investigation of air service by Large Irregular Carriers and Irregular Transport Carriers so as to include the consideration of Supplemental foreign air transportation of persons by certificated carriers. (Mar. 6.)

E-6185 disapproves agreement between Capital Airlines and Northwest Airlines for coordination of their advertising and sales efforts. (Mar. 6.)

E-6186 grants the City of Prescott, Ernest A. Love Municipal Airport leave to intervene in the Frontier Route 93 Renewal case. (Mar. 7.)

E-6187 orders that the information and data furnished by 8 air carriers on the preliminary reports on Schedules A and B of CAB Form 41 for the 4th quarter of 1951 be withheld from public disclosure until final schedules are filed or expiration of the time for filing such schedules, whichever occurs earlier. (Mar. 7.)

E-6188 consolidates for hearing in the Southern Certificate Renewal case the applications of various municipalities and the South Carolina Aeronautics Commission for service by Southern Airways on route No. 98. (Mar. 7.)

E-6189 orders Wisconsin Central Airlines to show cause why the Board should not establish certain temporary mail rates from June 14, 1951, over its entire system. (Mar. 7.)

E-6190 approves certain agreements between the Air Carrier Members of the Air Traffic Conference of America, and certain other air carriers, relating to resolutions of ATCA covering airline reservations, tickets, baggage procedures, advertising, and related traffic practices. (Mar. 7.)

E-6191 grants Eastern Air Lines and Delta Air Lines leave to intervene in the matter of the application of City of Melbourne, Fla., for an authorization to be included as an intermediate stop on the route of a certificated airline. (Mar. 10.)

E-6192 dismisses proceeding instituted by Board order No. E-5996 in the matter of the investigation and suspension of reduced charter rates for military traffic proposed by Northwest Airlines from and to points in the U. S. (Mar. 10.)

E-6193 dismisses complaint of Air Transport Associates, Inc., against fares between Anchorage/Fairbanks, Alaska, and Seattle, Wash., proposed by Federated Airlines, Inc. (Mar. 10.)

E-6194 severs and consolidates for purposes of hearing in the Texas Local Service case applications filed by Texas Airlines, Trans-Texas Airways, Pioneer Air Lines, Central Airlines, Sevrail (B. C. Wemple), Continental Air Lines, Mid-Continent Air Lines, and Eastern Air Lines, and various municipalities for air service in Texas, Oklahoma, Arkansas, and Louisiana; otherwise dismisses and denies. (Mar. 10.)

E-6195 dismisses complaint of Air Transport Associates, Inc., against fares proposed by Transocean Air Lines between Anchorage and Fairbanks, Alaska, to Seattle, Wash. (Mar. 11.)

E-6196 dismisses proceeding instituted by Board order No. E-5899, amended by order No. E-6132, in the matter of the investigation and suspension of a rule proposed by various air carriers with respect to free baggage allowance for military personnel. (Mar. 11.)

E-6197 fixes and determines final mail rate to be paid Hawaiian Airlines Limited on and after Oct. 25, 1949, over its entire system. (Mar. 11.)

E-6198 approves certain agreements involving Eastern Air Lines and Pan American World Airways, various other air carriers, and other carriers, relating to intercompany arrangements. (Mar. 11.)

E-6199 dismisses proceeding instituted by Board order No. E-6021 in the matter of the investigation and suspension of charter rates and provisions proposed by United Air Lines between points in the U. S. (including Hawaii) and Canada for non-military traffic. (Mar. 11.)

E-6200 grants the Air Line Pilots Association, Int'l, various cities, chambers of commerce, county and state organizations in West Virginia, Ohio, New Jersey, Delaware and New York leave to intervene in the All American Renewal case. (Mar. 11.)

E-6201 orders Helicopter Air Service, Inc., to show cause why the Board should not establish the mail rates set forth in attached statement, over its entire system. (Mar. 12.)

E-6202 denies petition of the city and county of Yuma, Ariz., for reconsideration of the Board's decision (E-6040) in the Reopened Additional California-Nevada Service case. (Mar. 12.)

E-6203 dismisses complaint of American Airlines against Northwest Airlines for violation of exemption authority. (Mar. 12.)

E-6204 in the Indiana-Ohio Local Service case denies motion of Lake Central Airlines for issuance of a bill of particulars and for withholding of certain documents from public disclosure pending hearing; orders the reopened proceedings be assigned for prehearing conference before an examiner of the Board on March 19, 1952. (Mar. 13.)

E-6205 authorizes Slick Airways to inaugurate service March 6, 1952, subject to any necessary amendment of its air carrier operating certificate, at New York, N. Y., and Newark, N. J., through the regular use of the New York International Airport. (Mar. 13.)

E-6206 in the New York City Area Helicopter Service case issues temporary certificate to New York Airways for route No. 111; otherwise defers or denies. (Mar. 13.)

E-6207 in the New York City Area Helicopter Service case grants New York Airways exemption through March 31, 1957, subject to stated conditions, from the provisions of section 401 of the Act so as to permit it to engage in air transportation of persons, property and mail, with rotary-wing aircraft, between any points located within the New York City metropolitan area. (Mar. 13.)

E-6208 grants and denies petitions to intervene in the matter of the application of Braniff Airways and Mid-Continental Airlines for approval of an agreement of merger. (Mar. 13.)

E-6209 institutes investigation of and suspends through June 18, 1952, a reduced passenger fare proposed by Air America, Inc., between Kansas City, Mo. and Chicago, Ill. (Mar. 13.)

E-6210 orders Lake Central Airlines to show cause why the Board should not establish certain temporary mail rates on and after Nov. 5, 1949, over its entire system. (Mar. 13.)

E-6211 orders Bonanza Air Lines to show cause why the Board should not establish the mail rates set forth in an attached statement, over its entire system. (Mar. 13.)

E-6212 opinion and order modify and amend Board order No. E-5777; fix and determine final mail rates to be paid Colonial Airlines over its domestic system. (Mar. 13.)

E-6213 orders Colonial Airlines to show cause why the Board should not establish the mail rates set forth in an attached statement over its Bermuda routes on and after July 17, 1951. (Mar. 13.)

E-6214 orders Frontier Airlines to show cause why the Board should not establish the mail rates set forth in an attached statement over its entire system. (Mar. 13.)

E-6215 institutes investigation to make certain determinations with respect to failure of Alaska Airlines to establish joint fares and equitable divisions thereof with Pan American World Airways for connecting transportation by the two carriers between Seattle, Wash., and Anchorage via Fairbanks, Alaska; consolidates the investigation into the matter known as the Pacific Northwest-Alaska Tariff Investigation. (Mar. 14.)

E-6216 grants Braniff Airways, the Commonwealth of Massachusetts, High Point (N. C.) Airport Authority, Providence (R. I.) Chamber of Commerce, New Hanover County, N. C., leave to intervene in the New England-Southern States Merger Investigation. (Mar. 17.)

E-6217 approves certain agreements involving Braniff Airways, Pioneer Air Lines and various other air carriers, and other carriers, relating to inter company arrangements. (Mar. 14.)

E-6218 denies application of Pan American World Airways for clarification or amendment of the exemption granted by Board order No. 2260 temporarily authorizing it to serve St. Lucia, B.W.I., for strictly military purposes. (Mar. 14.)

E-6219 fixes certain mail rates for Ozark Airlines on and after March 1, 1951, over its entire system. (Mar. 14.)

E-6220, E-6221 opinion and orders in the West Coast Certificate Renewal case amend certificate, effective May 12, 1952, of West Coast Airlines for route No. 77; otherwise dismiss, rescind, and defer with respect to service to points in Oregon and Washington; deny application of United Air Lines for an exemption so as to serve Klamath Falls and Medford, Oreg., on the same flight. (Mar. 13.)

E-6222 consolidates for hearing and decision into the Southern Certificate Renewal case the amended petition of Chicago and Southern Air Lines with respect to service to Greenwood, Miss.; expands proceeding in Docket No. 5243 to include an investigation to determine whether Southern should provide service to Greenwood under stated conditions. (Mar. 14.)

E-6223 grants West Coast Airlines exemption through March 31, 1953, from the provisions of section 401 (a) of the Act so as to permit it to serve Roseburg, Oreg., in lieu of Medford, Oreg., on one daily roundtrip flight originating and terminating at North Bend-Coos Bay, Oreg., on segment 1 of route No. 77, provided that it otherwise shall serve Medford in stated manner. (Mar. 17.)

E-6224 disapproves agreement embodied in a resolution adopted at Traffic Conference Meeting of IATA at Nice between Pan American World Airways, various air carriers, foreign air car-

riers, and other carriers relating to Southern Africa-Europe off-season fares. (Mar. 17.)

E-6225 grants Northeast Airlines temporary exemption from the provisions of section 401 (a) of the Act so as to permit it to serve Bar Harbor, Me., Berlin, and Laconia, N. H., on segment 1 of route No. 27 from May 28 through May 31, 1951. (Mar. 18.)

E-6226 supplemental order in the North Atlantic Route Transfer case dissolves stay of effectiveness of order No. E-5894, directed in order No. E-6034, with respect to employees covered other than pilots. (Mar. 18.)

E-6227 consolidates complaints into one proceeding and institutes investigation to determine the lawfulness and competitive fairness of the Block Ticket Plan used by American Airlines; orders matter assigned for public hearing before an examiner of the Board at a time and place to be designated. (Mar. 18.)

E-6228 fixes certain temporary mail rates for Wisconsin Central Airlines on and after June 14, 1951, over its entire system. (Mar. 19.)

E-6229 authorizes Colonial Airlines to inaugurate service on March 2, 1952, at New York, N. Y., and Newark, N. J., through the regular use of the New York International Airport, subject to any necessary amendment of its air carrier operating certificate. (Mar. 19.)

E-6230 fixes certain temporary mail rates for Lake Central Airlines on and after Nov. 5, 1949, over its entire system. (Mar. 19.)

E-6231 dismisses proceeding instituted by Board order No. E-5228 in the matter of the investigation and suspension of roundtrip air tour fares, rules and regulations proposed by Delta Air Lines. (Mar. 19.)

E-6232 orders Robin Airlines to show cause why its Letter of Registration No. 1745 should not be revoked for violation of its authority and the Act, and why it should not be ordered to cease and desist from engaging in air transportation until further order of the Board. (Mar. 21.)

E-6233 grants Ozark Air Lines authority to suspend service temporarily at Bloomington, Ill., and grants temporary exemption from the provisions of section 401 (a) of the Act so as to permit it to serve Davenport-Moline, Springfield and Decatur as intermediate points between designated terminal points, with stated provision. (Mar. 20.)

E-6234 dismisses application of Capital Airlines for amendment of its certificate for route No. 55. (Mar. 20.)

E-6235 denies petition of Eastern Air Lines for immediate hearing on Docket No. 5384 (Removal of Pittsburgh Restriction) and for concurrent and comparative consideration thereof with Docket No. 4656 (New York-Houston Interchange case). (Mar. 20.)

E-6236 institutes investigation (Docket No. 5259) to determine whether the public convenience and necessity require the temporary suspension of service by Braniff Airways to Brownsville, Corpus Christi, and Laredo, Texas, on route No. 9, and by Eastern Air Lines to Brownsville and Corpus Christi on route No. 3; consolidates, with applications in Dockets Nos. 4951, 4414, and 5085, with the Trans-Texas Renewal case for segments 2 and 6 on route No. 82; otherwise denies. (Mar. 20.)

E-6237 dismisses complaint of Eastern Air Lines and the proceeding of investigation and suspension (E-4492) of daylight DC-6 coach fares between Miami and New York proposed by National Airlines. (Mar. 20.)

E-6238 institutes investigation to make certain determinations with respect to unauthorized free and reduced-rate transportation practices of Pan American World Airways; orders preservation of all accounts, records, and memoranda until further order of the Board, and that the proceeding be assigned for public hearing before an examiner of the Board at a time and place to be designated. (Mar. 20.)

E-6239 authorizes Mid-West Airlines to suspend service at Lexington, Neb., on segment 1, Fremont, Neb., on segment 2, and Atlantic, Iowa, on segment 3 of route 90 until 60 days after decision of the Board in the Mid-West Certificate Renewal case. (Mar. 21.)

E-6240 in the Texas Local Service case severs and dismisses Docket No. 4455 filed by Central Airlines; consolidates into the proceeding, for purposes of hearing, the application in Docket No. 5403 filed by the City of Coleman, Texas, for designation as a point on the route of a certificated air carrier. (Mar. 21.)

E-6241 grants, dismisses, and denies petitions of various cities and chambers of commerce in Texas and Louisiana for leave to intervene in the Texas Local Service case. (Mar. 21.)

E-6242 denies petition of Twentieth Century Air Lines for a declaratory order with respect to the legal authority of the Board, or for severance of certain applications from consideration in the matter of the investigation of air service by Large Irregular Carriers and Irregular Transport Carriers. (Mar. 21.)

E-6243 grants the Lehigh-Northampton Airport Authority leave to intervene in the All American Renewal case. (Mar. 24.)

E-6244 dismisses motion of the City of New Orleans and the Chamber of Commerce of the New Orleans Area to enlarge the scope of the Southern Certificate Renewal case so as to include an inquiry with respect to service to Monroe, La. (Mar. 24.)

E-6245 grants the Texas Aeronautics Commission leave to intervene in the matter of the application of Trans-Texas Airways for removal of segments 2 and 6 of route No. 82. (Mar. 25.)

E-6246 approves certain agreements involving American Airlines and National Greek Airlines, TAE, various other air carriers, and other carriers, relating to intercompany arrangements. (Mar. 25.)

E-6247 denies petitions of New England Air Express that the suspension of its letter of registration be lifted so as to permit it to engage in military and cargo transportation. (Mar. 24.)

E-6248 denies petitions of Alaska Airlines, Inc., and Vern Dale Trakowski for reconsideration of the Board's order E-5925, E-5926, and E-5927 in the Kenai Peninsula Service case with respect to mail authority on their Anchorage-Seward and Anchorage-Seldovia routes; amends order No. E-5927 so as to institute a proceeding to determine whether the certificate of Pacific Northern Airlines should be altered, amended, or modified to include Seldovia, Alaska, on its segment No. 3, and consolidates for hearing in Docket No. 5218. (Mar. 25.)

E-6249 dismisses application of Northwest Airlines, Docket No. 4327 and consolidates into the Portland-Seattle Service case for hearing the applications of Western Air Lines (Docket No. 4363) and United Air Lines (Docket No. 5467) with respect to additional service to Portland and Seattle. (Mar. 25.)

E-6250 authorizes Trans World Airlines to inaugurate service

on Feb. 18, 1952, to New York, N. Y., through the New York International Airport, in addition to service presently provided through LaGuardia Field, subject to any necessary amendment of its air carrier operating certificate. (Mar. 26.)

E-6251 authorizes Robinson Airlines Corporation to inaugurate service on March 14, 1952, at New York, N. Y., through use of the New York International Airport, in lieu of Teterboro Air Terminal, subject to any necessary amendment of its air carrier operating certificate. (Mar. 26.)

E-6252 institutes investigation to determine whether the activities and operations of Cuba Aeropostal, S.A., in foreign air transportation are in violation of the provisions of the Act, and whether a cease and desist order should be entered by the Board; orders preservation of all documents and records pertaining to its operations since Aug. 1, 1950, and that the matter be assigned for a public hearing before an examiner of the Board at a time and place to be designated. (Mar. 26.)

E-6253 grants Riddle Aviation Company exemption for 6 months from the provisions of section 401 (a) of the Act and Part 295, so as to permit it to engage in air transportation of flowers from West Palm Beach, Fort Pierce, Palatka, and Jacksonville, Fla., to New York. (Mar. 26.)

E-6254 denies application of E. W. Wiggins Airways for an exemption so as to engage in air transportation between Pittsfield, Mass., and New York, N. Y. (Mar. 26.)

E-6255 institutes an investigation to determine whether the activities, operations, and practices of American Shippers, Inc., are in violation of certain provisions of the Act; orders preservation of all pertinent records since Nov. 28, 1950, and that the proceeding be assigned for public hearing before an examiner of the Board at a time and place to be designated. (Mar. 26.)

E-6256 orders that all properly designated employees of the Board shall have access to and authority to inspect all documents and records of American Shippers, Inc., and that none shall be concealed or disposed of in any manner until further action of the Board. (Mar. 26.)

E-6257 orders Braniff Airways to show cause why the Board should not establish the mail rates set forth in an attached statement, over its entire system. (Mar. 26.)

E-6258 approves, subject to stated condition, agreement between the air carrier members of Air Traffic Conference of America relating to a resolution of ATCA covering the procedure in submitting amendments of sales agency agreements. (Mar. 26.)

E-6259 reopens the Michigan-Wisconsin Service case for further hearing as to the fitness, willingness, and ability of Lake Central Airlines and Nationwide Airlines to perform air transportation between points in Michigan and conform to the provisions of the Act and the Board's regulations; denies motion of Wisconsin Central for immediate decision. (Mar. 27.)

E-6260 amends certificate of Wisconsin Central Airlines for segment 4 of its route No. 86, so as to include Wisconsin Rapids-Stevens Point, Wis.; denies motion with respect to points in upper Michigan. (Mar. 27.)

E-6261 amends Board order No. E-6157 to eliminate provision and authorize Southwest Airways Company to omit service to Vallejo-Napa, Calif., on route No. 76, on flights scheduled to arrive during hours of darkness. (Mar. 28.)

E-6262 denies petitions of Great Lakes Airlines, California Eastern Airways, Trans American Airways, and Air America for reconsideration of Board order No. E-5840 in the Transcontinental Coach-Type Service case. (Mar. 27.)

E-6263 institutes investigation (Docket No. 5490) to make certain determinations in the matter of rates, fares, and other provisions which apply between points in Oregon and Washington and Alaska; consolidates proceeding into Docket No. 5067; assigns for prehearing conference and hearing before an examiner of the Board, and orders that this order be published in the Federal Register. (Mar. 28.)

E-6264 fixes and determines final mail rates to be paid Bonanza Air Lines on and after Dec. 19, 1949, over its entire system. (Mar. 28.)

E-6265 grants Pioneer Air Lines leave to intervene in the matter of the application of Trans World Airlines for amendment of its certificate for route No. 2 so as to remove the restriction prohibiting service to Santa Fe and Albuquerque, N. Mex., on the same flight. (Mar. 28.)

E-6266 denies applications of Continental Air Lines and Central Airlines for temporary exemptions so as to authorize air transportation of persons, property, and mail between stated points in Oklahoma and Texas. (Mar. 28.)

E-6267 denies application of the City and Chamber of Commerce of Roswell, N. Mex., Continental Air Lines, and Pioneer Air Lines for temporary exemptions so as to authorize air transportation of persons, property and mail between Roswell and stated points in Texas. (Mar. 28.)

E-6268 grants the City and Chamber of Commerce of Houston, Texas, leave to intervene in the matter of the application of Trans-Texas Airways for renewal of segments 2 and 6 of route No. 82. (Mar. 31.)

E-6269 dismisses application and motion of the City and Chamber of Commerce of Cumberland for air service and consolidation of Docket 5460 into the *All American Renewal* case. (Mar. 31.)

E-6270 approves agreements, subject to stated conditions, between certain members of the Air Traffic Conference of America, Independent Military Air Transport Association, and Aircraft Transport Association, relating to tenders to the military agencies of the U. S. for transportation of personnel from July 1, 1952, through June 30, 1953. (Mar. 31.)

E-6271 grants the Government of Puerto Rico, Trans Caribbean Air Cargo Lines, and Pan American World Airways leave to intervene in Docket No. 5387 and denies the applications of The Flying Tiger Line and Trans Caribbean Air Cargo Lines for exemptions so as to provide regular service between various points in the U. S. and Puerto Rico. (Mar. 31.)

E-6272 grants John C. Van Arsdale, d/b/a Cape Cod Flying Service, exemption from sections 401 of the Act and 298.2(a) (3) of the Economic Regulations so as to permit the use of the name "Provincetown-Boston Airlines" as an Air Taxi Operator, to designate its services between Provincetown and Boston, Mass. (Mar. 31.)

E-6273 opinion and order defer consideration of the motion of New England Air Express, Inc., for reconsideration of Board order No. E-6247 with respect to the suspension of its letter of registration. (Mar. 31.)

E-6274 extends from April 13, 1952, to July 12, 1952, the period of suspension ordered in E-6037 of certain reduced rates proposed by various air carriers for transportation of commodities from California and Texas points to Minneapolis, Minn., and points east. (Mar. 31.)

E-6275 approves certain agreements involving United Air Lines and Transocean Air Lines, various other air carriers, and other carriers, relating to intercompany arrangements. (Mar. 31.)

E-6276 amends the permit (E-4304) of Bahamas Airways, Limited, by redesignating the ceremonial point "West End, Grand Bahama Island," as "Grand Bahama Island." Approved by the President Apr. 1, 1952. (Feb. 25.)

E-6277 authorizes Pioneer Air Lines to omit service to Tucumcari and Las Vegas, N. Mex., on all flights in excess of one round trip daily over segment 4 of route No. 64, until final disposition of any certificate proceeding involving renewal of the route; otherwise denies and dismisses. (Apr. 7.)

E-6278 opinion and order issue new permit to Scandinavian Airlines System authorizing it to engage in foreign air transportation of persons, property and mail between stated ceremonial points in Europe, intermediate points, and the alternate terminal points New York, N. Y., and Chicago, Ill., terminates permit issued by E-3290. Approved by the President April 12, 1952. (Mar. 6.)

E-6279 orders Park Air Lines to show cause why the Board should not establish certain temporary mail rates over its entire system from Sept. 15, 1950, to Sept. 25, 1950. (Apr. 2.)

E-6280 denies petition of National Airlines for an exemption so as to permit it to serve Norfolk, Va., and Washington, D. C., on the same flight. (Apr. 2.)

E-6281 grants city of Frederick, Md., leave to intervene in the *All American Renewal* case. (Apr. 2.)

E-6282 grants the Department of the Interior, Postmaster General, Chicago and Southern Air Lines, the Puerto Rico Transportation Authority, and Pan American World Airways leave to intervene in the matter of the application of Caribbean Atlantic Airlines for a certificate. (Apr. 2.)

E-6283 dismisses the docket in the matter of an agreement filed by Braniff Airways and American Airlines for approval of interchange of equipment at San Antonio. (Apr. 2.)

E-6284 authorizes Braniff Airways to suspend service for 1 year at the Island of Okinawa; denies request for an exemption so as to permit Tokyo and Okinawa to be served on the same flight without local traffic rights. (Apr. 2.)

E-6285 reinstates application of the city of Dublin, Ga., (Docket No. 4885) and consolidates for hearing in the *Southern Certificate Renewal* case. (Apr. 3.)

E-6286 denies motions and petition of Eastern Air Lines and the cities of Spartanburg, S. C., and Albany, Ga., in the *Southern Certificate Renewal* case. (Apr. 3.)

E-6287 consolidates for hearing into the *Southern Certificate Renewal* case the applications of Southern Airways (Dockets 5224 and 5225) and the city of Columbia, S. C., et al., (Docket 5447) and grants them leave to intervene. (Apr. 3.)

E-6288 reissues to Western Air Lines, effective April 10, 1952, the certificates of Inland Air Lines for routes Nos. 28 and 35 (formerly issued by orders Nos. 4617 and E-200) so as to reflect their transfer to Western under the Plan of Dissolution of Inland approved by the Board, order No. E-6147. (Apr. 3.)

E-6289 grants cities of Bradford and Reading, Pa., leave to intervene in the *All American Renewal* case. (Apr. 3.)

E-6290 grants Continental Air Lines, Central Airlines, the city of Huntville, Texas, and the Huntville-Walker County Chamber of Commerce leave to intervene in the *Texas Local Service* case. (Apr. 3.)

E-6291 consolidates into the *Texas Local Service* case for purposes of hearing, the application of the City and Chamber of Commerce of Waco, Texas, (Docket No. 5478) for air service between Waco, Tyler, Texas, and Shreveport, La. (Apr. 3.)

E-6292 grants the Board of Supervisors, Cochise County, County Airport Commission, the City and Chamber of Commerce of Douglas, and the City and Chamber of Commerce of Bisbee, Ariz., leave to intervene in the *Frontier Route 93 Renewal* case. (Apr. 4.)

E-6293 dismisses complaint of National Airlines against summer excursion fares proposed by Eastern Air Lines. (Apr. 4.)

E-6294 denies petitions of Resort Airlines and National Airlines, and request of Imperial Airways for reconsideration of the Board's order (E-5837) in the *Florida-Bahamas Service* case. (Apr. 4.)

E-6295 consolidates proceedings into Docket No. 5148 and orders Western Air Lines and Inland Air Lines to show cause why the Board should not establish the mail rates set forth in an attached statement on and after Oct. 1, 1951, over the entire system. (Apr. 7.)

E-6296 grants the Air Line Pilots Association, Int'l. leave to intervene in the matter of the application of Caribbean Atlantic Airlines for a certificate. (Apr. 7.)

E-6297 in the *Southern Service* to the West case approves, subject to stated terms and conditions, interchange agreement between Eastern Air Lines, Braniff Airways, and Trans-World Airlines so as to provide through one-plane service between Miami and Houston, via Tampa, on Eastern's route No. 10, between Houston and Amarillo, via Dallas and Fort Worth, on Braniff's route No. 9, and between Amarillo and points to the west on TWA's route No. 2, and grants them exemption from the requirements of section 408 of the Act insofar as applicable to the agreement. (Apr. 7.)

E-6298 denies petition of Pioneer Air Lines, National Airlines, and the City of New Orleans for rehearing and reconsideration of the Board's order E-6105 in the *Southern Service* to the West case. (Apr. 7.)

E-6299 approves agreements involving National Airlines, Lake Central Airlines, various other air carriers, and other carriers relating to intercompany arrangements. (Apr. 7.)

E-6300 denies petition of National Airlines for reconsideration of the Board's order No. E-6106 in the *National-Eastern Interchange Agreement*. (Apr. 7.)

E-6301 authorizes E. W. Wiggins Airways to suspend service at Greenfield, Mass., until 60 days after the Board's decision in *Wiggins' Certificate Renewal* case, Docket No. 5055, et al. (Apr. 7.)

E-6302 denies application of Miami Airlines for an exemption so as to operate certain round-trip charter flights with a DC-3 aircraft in foreign air transportation of members of the Miami Camera Club from Miami, Fla., to points in the Caribbean area, Central, and South America, in April and June 1952. (Apr. 8.)

E-6303 fixes and determines final mail rates to be paid Colonial Airlines on and after July 17, 1951, on its Bermuda routes. (Apr. 8.)

E-6304 fixes and determines final mail rates to be paid Helicopter Air Service on and after Aug. 20, 1949, over its entire system. (Apr. 8.)

E-6305 institutes a general investigation of and suspends through

## Edgar N. Smith Heads Ninth Region of CAA

Appointment of Edgar N. Smith as Regional Administrator for the Pacific Islands has been announced by Charles F. Horne, Administrator of Civil Aeronautics, U. S. Department of Commerce.

Mr. Smith succeeds the recently retired W. E. Kline as head of CAA Region 9 with headquarters in Honolulu.

Mr. Smith has been with CAA since 1944, when he joined the agency as Airport Planning Consultant. He played a prominent part in launching the Federal Aid Airport Program, becoming successively Chief, Airport Planning Division, Deputy Director, and Acting Director, Office of Airports.

In 1949, he was assigned to Atlanta as Deputy Regional Administrator of CAA Region 2, covering the Southeastern states, serving in this capacity for two years.

Since 1951, he has been Special Assistant to the Administrator in Washington, handling mobilization planning and other special assignments.

Mr. Smith learned to fly with the Naval Reserve in 1928, and holds an active pilot certificate.

Born in New York City in 1903, he was educated at Columbia University. He had 15 years of construction experience with the New York City Department of Public Works, and six years on the Master Plan Staff of the City Planning Commission before coming to CAA.

## Discussion Meetings Give Boost to Safety Education

(Continued from page 65)

covered fully, and an immediate recommendation was made that repeat meetings be held to give shorter subjects complete discussion treatment. Many meetings lasted until midnight.

Kits for conducting the meetings are available from the CAA's Washington and Regional offices, and all Aviation Safety Agents are available for help in planning the meetings. To make them strictly "consumer" meetings, however, CAA Agents usually limit their participation to assisting in the planning.

The number of meetings held in the various regions and those attending follow:

CAA Regions	No. Mtgs.	Attendance
Region 1 . . . . . (Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania, Delaware, West Virginia, Maryland, Virginia, District of Columbia.)	87	2,003
Region 2 . . . . . (North Carolina, South Carolina, Tennessee, Georgia, Florida, Alabama, Mississippi.)	115	4,000
Region 3 . . . . . (Ohio, Indiana, Michigan, Kentucky, Illinois, Wisconsin, Minnesota, North Dakota.)	25	500
Region 4 . . . . . (New Mexico, Texas, Arkansas, Louisiana, Oklahoma.)	1	120
Region 5 . . . . . (Colorado, Iowa, Kansas, Missouri, Nebraska, South Dakota, Wyoming.)	409	9,372
Region 6 . . . . . (California, Nevada, Utah, Arizona.)	76	2,326
Region 7 . . . . . (Montana, Oregon, Washington, Idaho.)	75	2,500

July 14, 1952, passengers fares, rules, regulations and provisions proposed by various certificated air carriers for air transportation within the continental limits of the United States; orders the proceeding be assigned for hearing before an examiner of the Board at a time and place to be designated, and that this order be published in the Federal Register. (Apr. 9.)

E-6306 withholds from public disclosure, until further order of the Board, information contained in the Federal income tax returns for 1949 and 1950 of John C. Barulich in the matter of the investigation of the activities and practices of Consolidated

(Continued on page 70)



# Official Actions . . . CAB

(Continued from page 69)

Flower Shipments, Inc., Bay Area, John C. Barulich, and William Zappettini. (Apr. 2.)  
E-6307 denies, with stated provision, motions and requests of Delta Air Lines and Northeast Airlines, Chicago and Southern Air Lines and National Airlines in the matter of the application of Northwest Airlines and Capital Airlines for approval of an agreement of merger, insofar as they involve the proposal to include the issue of transfer of routes Nos. 51 and 55 to a particular carrier or carriers. (Apr. 1.)

E-6308 in the New England-Southern States Merger Investigation amends Board order No. E-5703 with respect to combinations of stated air carriers to which might be transferred the authority of Capital Airlines to engage in air transportation on all or part of routes Nos. 55 and 51; severs Docket No. 5258 from the proceeding and orders that it be assigned for hearing at a time to be fixed. (Apr. 1.)

E-6309 dismisses, with leave to amend within 10 days, the petition filed April 1, 1952, by Colonial Airlines for determination of fair and reasonable mail rates over its domestic system. (Apr. 10.)

E-6310 denies application of Robert E. Bixby and Diana C. Bixby d/b/a Bixby Airlines for exemption so as to engage in irregular interstate and foreign air transportation of passengers and cargo, utilizing two DC-3 aircraft. (Apr. 9.)

E-6311 opinion and order in the *Mid-West Certificate Renewal* case deny application of Mid-West Airlines for renewal of its certificate for route No. 90; reopen proceeding to make stated determinations with respect to service to Scottsbluff, Nebr., on route No. 1 of United Air Lines, and to stated points in North and South Dakota, Minnesota, and Nebraska, on route No. 26 of Mid-Continent Airlines, and to Austin, Minn., on its route No. 48; otherwise denies. (Apr. 10.)

E-6312 denies and dismisses petitions of Mid-West Airlines and United Air Lines with respect to reconsideration of the Board's order No. E-6143 in the *North Central Route Investigation* case. (Apr. 10.)

E-6313 approves agreements embodied in certain resolutions adopted by Joint Traffic Conferences 1-2 of IATA between Pan American World Airways, various air carriers, foreign air carriers, and other carriers relating to the establishment of student fares between the Netherlands and Aruba, Bonaire, Curacao, or Paramaribo. (Apr. 10.)

E-6314 grants 8 airlines, the Minneapolis-St. Paul Metropolitan Airport Commission, various associations and employee groups leave to intervene in the matter of the application of Northwest Airlines and Capital Airlines for approval of an agreement of merger. (Apr. 11.)

E-6315 grants the Borough and Chamber of Commerce of Indianapolis, Pa., the DuBois, Pa., Board of Trade, and the City and Chamber of Commerce of Cleveland, Ohio, leave to intervene in the *All American Renewal* case. (Apr. 11.)

E-6316 grants the City and Chamber of Commerce of Brownsville, Texas, leave to intervene in the matter of the application of Trans-Texas Airways for renewal of segments 2 and 6 of route No. 82. (Apr. 11.)

E-6317 authorizes Wisconsin Central Airlines to inaugurate service to LaCrosse, Wis., and Winona, Minn., on or about April 27, 1952, and to Alexandria and Bemidji, Minn., Fargo and Grand Forks, N. Dak., on or about June 1, 1952, through use of stated adjacent airports. (Apr. 14.)

E-6318 authorizes Riddle Aviation Company to inaugurate service to New York, N. Y., through the use of the Teterboro Air Terminal and the New York International Airport, commencing on Feb. 12, and Feb. 20, 1952, respectively. (Apr. 14.)

E-6319 authorizes Western Air Lines to inaugurate service on April 10, 1952, at stated points in Nebraska, Montana, Wyoming, South Dakota, Colorado, and Minnesota through the use of designated airports. (Apr. 14.)

E-6320 denies motions of American Society of Travel Agents for continuance, and of Pan American World Airways and Trans World Airlines for dismissal of the proceeding in North Atlantic Tourist Commissions. (Apr. 14.)

E-6321 amends Board order No. E-4465 so as to authorize Robinson Airlines Corporation to suspend service temporarily at Batavia, Geneva, Auburn, and Oneonta, N. Y., on route No. 94 until adequate facilities are available for its use. (Apr. 14.)

E-6322 orders Challenger Airlines Company to show cause why the Board should not establish the mail rates set forth in an attached statement, over its entire system. (Apr. 15.)

E-6323 authorizes all air carriers participating in joint fares where a \$1.00 increase has been filed on or before April 15, 1952, to engage in discussions during the week of April 14, 1952, with respect to various stated phases of the proposed tariff changes. (Apr. 14.)

E-6324 approves agreements involving American Airlines and All American Airways, various other air carriers, and other carriers, relating to intercompany arrangements. (Apr. 15.)

E-6325 vacates, without prejudice, the Board's order No. E-5709 in the matter of an agreement involving Pan American World Airways, and certain other air carriers, foreign air carriers, and other carriers relating to the establishment and conduct of traffic conferences of IATA. (Apr. 15.)

E-6326 grants Northeast Airlines exemption, with stated provision, from April 27, 1952, to June 15, 1952, so as to permit it to engage in the operation of certain flights over segment 5 of route No. 27 between New York, N. Y.-Newark, N. J., and White River Junction, Vt., with one intermediate stop at Keene, N. H. (Apr. 15.)

E-6327 grants Northeast Airlines temporary exemption so as to permit it to engage in nonstop air transportation of persons, property and mail between Boston, Mass., and stated points in New Hampshire on segment 3 until 60 days after the Board's decision in *Northeast's Certificate Amendment* case (Docket 5116) now consolidated in the *Wiggins' Renewal Investigation* case (Docket 5055). (Apr. 15.)

E-6328 severs Docket No. 4269 from the *Texas Local Service* case and dismisses the application of Servair Lines. (Apr. 15.)

E-6329 orders Intra-Mar Air Freight Corp., and Intra-Mar Shipping Corp., to cease and desist from air operations in the manner set forth in a stipulation, and from otherwise engaging indirectly in air transportation of property, until authorized by the Board. (Apr. 16.)

E-6330 authorizes Northwest Airlines to suspend service, until further order of the Board, at LaCrosse, Wis., on route No. 3,

# Scheduled Air Carrier Operations

(Source CAB Form 41)

## Domestic: April 1952

Operator	Revenue miles	Revenue passengers	Revenue passenger miles (000)	Passenger seat miles (000)	Revenue passenger load factor (percent)	Ton-miles flown		
						Express	Freight	United States mail
Trunk Lines								
American Airlines.....	7,027,005	416,469	229,597	314,988	72.89	740,226	3,653,147	1,391,031
Braniff Airways.....	944,191	59,997	21,072	33,715	62.50	69,439	168,859	120,730
Capital Airlines.....	2,021,883	161,083	48,675	83,180	58.52	192,724	296,563	149,730
Chicago & Southern Air Lines.....	790,469	43,907	16,850	26,208	64.29	65,266	106,503	72,822
Colonial Airlines.....	310,954	20,100	5,153	10,142	50.81	6,946	12,281	11,541
Continental Air Lines.....	621,954	27,880	10,736	20,054	53.54	18,347	63,252	45,861
Delta Air Lines.....	1,542,602	85,045	40,227	60,431	66.57	92,566	355,316	157,050
Eastern Air Lines.....	5,609,207	335,934	171,189	285,187	60.03	316,665	560,738	511,599
Inland Air Lines.....	74,158	3,039	1,225	1,802	67.98	2,075	4,639	5,572
Mid-Continent Airlines.....	710,917	35,596	11,052	20,080	55.04	21,489	46,458	36,475
National Airlines.....	1,506,454	63,749	44,605	69,465	64.21	57,233	469,997	128,744
Northeast Airlines.....	353,450	30,917	5,989	10,526	56.90	16,166	20,297	13,034
Northwest Airlines.....	1,246,427	69,100	45,393	66,675	68.08	160,378	316,754	235,307
Trans World Airlines.....	4,410,412	198,766	142,425	187,777	75.85	502,442	1,407,088	920,660
United Air Lines.....	5,759,626	278,718	176,871	250,470	70.62	761,668	2,251,069	1,744,313
Western Air Lines.....	1,030,954	66,949	24,895	36,526	68.16	46,171	90,831	110,267
Trunk Total.....	33,960,663	1,892,249	995,954	1,477,226	67.42	3,069,801	9,823,792	5,654,709
Local Service Lines								
All American Airways.....	273,222	14,508	2,058	5,738	35.87	8,819	0	5,208
Bonanza Air Lines.....	76,059	3,193	820	1,873	43.78	108	2,178	616
Central Airlines.....	119,159	3,374	540	2,502	21.58	702	2,184	2,106
Empire Air Lines.....	102,256	4,282	849	2,147	39.54	1,415	0	2,805
Frontier Airlines.....	362,986	9,659	2,433	7,623	31.92	6,200	41,754	8,329
Helicopter Air Service.....	30,877	0	0	0	—	0	0	2,568
Lake Central Airlines.....	107,153	2,866	452	2,145	21.07	3,496	0	1,097
Los Angeles Airways.....	20,586	0	0	0	—	0	0	3,722
Mid-Continent Airlines.....	74,284	3,787	749	1,771	42.29	2,276	3,344	1,523
Ozark Airlines.....	223,880	6,053	985	5,597	17.60	4,734	0	3,383
Piedmont Aviation.....	407,172	18,406	4,147	8,551	48.50	7,717	8,963	7,494
Pioneer Air Lines.....	338,464	15,173	3,919	8,123	48.25	3,524	15,823	11,638
Robinson Airlines.....	134,333	7,252	1,211	2,785	43.48	3,978	2,203	2,617
Southern Airways.....	271,220	9,771	1,653	5,696	29.02	8,100	0	7,545
Southwest Airways.....	206,565	15,617	2,829	4,338	65.21	3,791	11,011	7,087
Trans-Texas Airways.....	222,007	6,903	1,355	4,662	29.06	2,077	11,758	5,344
West Coast Airlines.....	118,538	7,756	1,159	2,489	46.56	1,120	2,608	824
Wiggins, E. W. Airlines.....	33,028	220	11	64	17.19	139	0	94
Wisconsin-Central Airlines.....	176,500	11,483	1,746	3,705	47.13	10,203	0	6,775
Local Service Total.....	3,298,284	139,703	26,916	69,809	38.56	68,399	101,821	80,275
Territorial Lines								
Caribbean-Atlantic Airlines.....	53,388	8,606	700	1,442	48.54	0	2,456	899
Hawaiian Airlines.....	286,493	29,663	3,790	6,037	62.78	8,798	79,436	92,074
Trans-Pacific Airlines.....	115,559	11,814	1,468	3,236	45.36	456	3,630	2,310
Territorial Total.....	455,380	50,083	5,958	10,715	55.60	9,254	85,522	5,283
Grand Total.....	37,714,327	2,082,035	1,028,828	1,557,750	66.05	3,147,454	10,011,135	5,740,267

<sup>1</sup> Does not include operations for Mid-West

## International and Overseas: April 1952

Operator	Revenue miles	Revenue passengers	Revenue passenger miles (000)	Passenger seat miles (000)	Revenue passenger load factor (percent)	Ton-miles flown			
						Express	Freight	United States mail	Parcel post
American Airlines	237,949	9,874	7,181	12,099	59.35	534	165,929	13,817	0
Braniff Airways	337,104	2,527	5,454	14,394	38.05	0	86,488	32,433	0
Chicago & Southern Air Lines	137,606	2,359	2,842	6,353	44.73	0	88,808	4,480	571
Colonial Airlines	71,523	2,984	2,274	3,708	61.38	0	8,809	1,283	221
Eastern Air Lines	263,429	6,424	8,901	15,617	57.00	0	47,463	35,104	0
National Airlines	63,350	7,316	1,895	3,561	53.22	3,602	23,472	1,436	4
Northwest Airlines	520,835	5,625	9,037	17,151	52.69	15,078	596,736	129,456	0
Pan American World Airways:									
Atlantic Division	1,282,718	32,771	43,128	67,285	64.10	0	1,066,257	346,338	111,329
Latin American Division	2,387,798	65,243	59,035	105,620	55.89	0	2,049,641	247,677	0
Alaska Operations	266,268	3,975	4,394	11,777	39.31	0	464,213	39,429	0
Pacific Operations	849,319	7,153	26,486	41,725	63.48	0	621,262	319,004	17,078
Pan American-Grace Airways	488,057	9,884	10,651	17,624	60.48	0	190,637	27,270	8,702
Trans World Airlines	1,045,055	12,113	28,540	42,575	67.03	0	525,943	310,414	48,459
United Air Lines	246,022	3,723	9,219	12,972	71.07	0	61,868	67,641	0
Uruba, Medellin & Central Airways	8,528	748	81	171	47.37	0	5,435	0	0
<b>Total</b>	<b>8,205,552</b>	<b>172,168</b>	<b>219,118</b>	<b>371,972</b>	<b>58.91</b>	<b>19,214</b>	<b>6,002,981</b>	<b>1,575,782</b>	<b>186,364</b>

effective on the date of inauguration of service at that point by Wisconsin Central Airlines. (Apr. 16.)

E-6331 denies petitions of Pan American World Airways and Conner Airlines and dismisses petitions of The Unit Export Company insofar as they relate to the exemption authority granted to Unit by the Board (order No. E-5137) so as to permit it to carry property and persons in interstate air transportation. (Apr. 15.)

E-6332 dismisses petition of Los Angeles Airways, Inc., for the determination of fair and reasonable mail rates, over its entire system, with leave to amend within 10 days by filing a state-

ment of the new rate requested setting forth reasons and a detailed economic justification thereof. (Apr. 16.)

E-6333 grants the Borough and Chamber of Commerce of Clearfield, Pa., and the Ashtabula Chamber of Commerce, Ashtabula County, Ohio, leave to intervene in the *All American Renewal* case. (Apr. 17.)

E-6334 grants the Postmaster General leave to intervene in the Bristol Bay Trunk Line Proceeding. (Apr. 17.)

E-6335 grants the City and Chamber of Commerce of Pendleton, (Continued on page 71)

# Scheduled Air Carrier Operations

(Continued on page 72)

## International and Overseas: January-April 1952, 1951

Operator	Revenue miles January-April		Revenue passengers January-April		Revenue passenger miles (000) January-April		Passenger seat miles (000) January-April		Revenue passenger load factor (percent) January-April	
	1952	1951	1952	1951	1952	1951	1952	1951	1952	1951
American Airlines	944,370	951,861	40,056	40,002	31,445	30,957	47,995	49,447	65.52	62.61
Branniff Airways	1,398,116	1,048,257	11,358	8,875	23,554	18,292	59,422	44,496	39.64	41.11
Chicago & Southern Air Lines	549,805	548,779	10,097	9,213	11,850	10,320	25,399	24,956	46.66	41.35
Colonial Airlines	229,788	255,319	8,859	12,838	6,922	10,108	11,839	13,276	58.47	76.14
Eastern Air Lines	1,028,862	547,560	27,735	11,158	38,483	13,713	60,935	32,220	63.15	42.56
National Airlines	271,190	478,130	32,174	42,551	8,378	11,147	15,164	25,978	55.25	42.91
Northwest Airlines	2,021,960	1,954,242	21,118	18,775	34,431	32,995	67,291	68,489	51.17	48.18
Pan American World Airways:										
Atlantic Division	4,758,871	4,705,089	106,273	103,043	144,353	138,112	237,555	224,826	60.77	61.43
Latin American Division	9,699,858	9,121,207	287,696	267,683	246,333	214,276	415,580	350,942	59.27	61.06
Alaska Operations	935,079	758,514	13,163	11,648	14,586	12,315	40,758	33,732	35.79	36.51
Pacific Operations	3,335,223	2,901,570	26,990	22,791	96,692	78,479	162,579	143,519	59.47	54.68
Pan American-Grace Airways	1,975,570	1,900,364	41,694	39,256	45,473	42,440	71,645	69,229	63.47	61.30
Trans World Airlines	4,114,760	3,839,349	41,756	35,891	102,500	92,623	168,970	168,574	60.66	54.95
United Air Lines	1,019,481	1,005,376	15,022	11,066	37,208	27,261	53,682	50,932	69.31	53.52
Uraba, Medellin & Central Airways	34,132	34,112	1,149	848	378	278	684	683	55.26	40.70
Total	32,317,065	30,049,729	685,140	635,638	842,586	733,316	1,439,498	1,301,299	58.53	56.35
Index (1951=100)	107.55	100.00	107.79	100.00	114.90	100.00	110.62	100.00	103.87	100.00

Operator	Express and freight January-April		United States mail January-April		Parcel post January-April	
	1952	1951	1952	1951	1952	1951
American Airlines	616,960	528,402	57,478	52,205	0	0
Branniff Airways	355,042	399,954	120,352	39,817	0	0
Chicago & Southern Air Lines	352,616	212,447	16,811	10,851	2,249	780
Colonial Airlines	22,408	19,691	5,047	5,429	578	534
Eastern Air Lines	243,486	58,086	146,058	72,459	0	0
National Airlines	88,668	98,868	5,268	4,082	23	0
Northwest Airlines	2,221,196	2,186,750	511,230	579,199	0	0
Pan American World Airways:						
Atlantic Division	4,060,590	3,513,596	1,451,276	1,228,505	422,734	333,112
Latin American Division	8,796,742	7,838,834	1,041,985	964,045	0	0
Alaska Operations	1,540,094	1,309,472	154,798	127,810	0	0
Pacific Operations	2,261,619	1,889,218	1,319,968	1,814,697	74,791	0
Pan American-Grace Airways	769,747	694,881	112,364	110,960	33,468	23,741
Trans World Airlines	2,299,511	2,051,087	1,316,176	1,130,551	212,710	179,242
United Air Lines	216,912	167,366	250,043	267,971	0	0
Uraba, Medellin & Central Airways	15,341	19,463	0	0	0	0
Total	23,880,932	20,988,035	6,508,854	6,408,591	746,553	537,409
Index (1951=100)	113.78	100.00	101.56	100.00	138.92	100.00

## Official Actions . . . CAB

(Continued from page 70)

Oreg., and the City and Chamber of Commerce of Spokane, Wash., leave to intervene in the *Portland-Seattle Service* case. (Apr. 17.)

E-6336 consolidates into the investigation of air service by Large Irregular Carriers and Irregular Transport Carriers the applications for certificates of 50 carriers, listed in the order, insofar as they request authority to provide air transportation that is additional and supplemental to the presently certificated service; otherwise dismisses or denies. (Apr. 17.)

E-6337 dismisses complaints of Consolidated Flower Shipments, Inc., and Society of American Florists against increases in cargo rates on cut flowers and decorative greens proposed by certain air carriers. (Apr. 17.)

E-6338 fixes and determines final mail rates to be paid Northwest Airlines over its routes within the continental United States and between the United States and terminal points in Canada, from Dec. 3, 1947, to Dec. 31, 1950. (Apr. 18.)

E-6339 grants various cities and chambers of commerce in Fla., Ga., and Miss., the Colquitt County (Ga.) Board of Commissioners of Roads and Revenues, and the National Container Corporation of Jacksonville, Fla., leave to intervene in the *Southern Certificate Renewal* case. (Apr. 18.)

E-6340 consolidates for hearing the proceedings in the reopened *Indiana-Ohio Local Service* case, and the reopened *Michigan-Wisconsin Service* case. (Apr. 18.)

E-6341 opinion and order fix and determine final mail rates to be paid Frontier Airlines on and after June 1, 1950, over its entire system. (Apr. 21.)

E-6342 dismisses application of Transocean Air Lines for approval of an agreement in the matter of its acquisition of Flight Enterprises, Inc. (Apr. 21.)

E-6343 dismisses application of Transocean Air Lines for approval of an agreement between Transocean and Trans-Asiatic Airlines, Inc. (Apr. 21.)

E-6344 consolidates mail-rate cases for National Airlines into one proceeding (Docket 3037) and orders National Airlines to show cause why the Board should not establish the mail rates set forth in an attached statement, over its entire system, beginning Jan. 1, 1952. (Apr. 21.)

E-6345 denies motion and petition of Eastern Air Lines for dismissal of the Board's investigation (Docket 3259) to determine whether services by Eastern Air Lines and Branniff Airways at Brownsville, Corpus Christi, and Laredo, Tex., should be suspended temporarily. (Apr. 21.)

E-6346 denies application of Chicago and Southern Air Lines for an exemption so as to provide free transportation to two meteorologists employed by the U. S. Weather Bureau at St. Louis, Mo. (Apr. 21.)

E-6347 denies petition of Cockett Airlines for reconsideration of the Board's order No. E-5647 insofar as it denied Cockett authority to operate without regard to regularity and frequency of service between Port Allen and Honolulu, T.H. (Apr. 21.)

E-6348 orders that "Exhibit I" be withheld from public disclosure, until further order of the Board, in the matter of the application of K.L.M. Royal Dutch Airlines for amendment of its permit. (Apr. 21.)

E-6349 dismisses application of Southwest Airways Company for renewal of its certificate for route No. 76. (Apr. 23.)

E-6350 grants the Chambers of Commerce of Dallas and Abilene, Tex., leave to intervene in the *Texas Local Service* case; denies applications of the City and Chamber of Commerce of Mission, Tex. (Apr. 23.)

E-6351 approves, subject to condition, agreement between the air carrier members and associate members of the Air Transport Association of America relating to amendments to the Articles of Association of ATA concerning the payment of dues. (Apr. 23.)

E-6352 authorizes All American Airways to suspend service at DuBois, Pa., on route No. 97, until June 1, 1952, or until the facilities at Albert Field are adequate for scheduled air operations by All American. (Apr. 23.)

E-6353 dismisses application of the City of Marshall, Minn., for amendment of the certificates of Mid-Continent Airlines and/or Western Airlines so as to include Marshall as an intermediate point on routes No. 26 and/or No. 35. (Apr. 23.)

E-6354 dismisses application of the City of Lompoc, Calif., for scheduled air service with respect to persons, property and mail. (Apr. 23.)

E-6355 dismisses application of the Jackson Hole Chamber of Commerce, Jackson, Wyo., for alteration or amendment of existing certificates to provide scheduled air transportation of persons, property and mail to the Town of Jackson, Wyo. (Apr. 23.)

E-6356 dismisses petition of the City of Bremerton, Wash., for airline feeder service. (Apr. 23.)

E-6357 supplemental order in the *North Atlantic Route Transfer* case extends for 60 days after March 18, 1952, the period for the establishment and implementation by Pan American World Airways of new seniority lists required by order No. E-5894. (Apr. 23.)

E-6358 fixes certain temporary mail rates for Mid-West Airlines (formerly Iowa Airplane Company, Inc.) on and after Feb. 1, 1952, over its entire system. (Apr. 24.)

E-6359 approves, subject to stated provisions, the interlocking relationships existing by reason of the holding by Perry M. Shoemaker of certain positions in the Railway Express Agency, Inc., and the Delaware, Lackawanna and Western Railroad. (Apr. 24.)

E-6360 approves, subject to stated provisions, the interlocking relationships existing by reason of the holding by Donald J. Russell of certain positions in the Railway Express Agency, Inc., and stated rail common carriers. (Apr. 24.)

E-6361 approves, subject to stated provisions, the interlocking relationships existing by reason of the holding by Fred M. Paulson of certain positions in Catalina Air Transport, Catalina Island Steamship Line, and Santa Catalina Island Company. (Apr. 24.)

E-6362 approves certain agreements involving Continental Air Lines, and Frontier Airlines, various other air carriers, and other carriers, relating to intercompany arrangements. (Apr. 24.)

E-6363 denies motion of Nationwide Airlines, Inc., to quash a subpoena duces tecum issued by an examiner of the Board, and for other relief, in the *Reopened Michigan-Wisconsin Service* case. (Apr. 25.)

E-6364 denies petitions of United Air Lines and Chicago and Southern Air Lines for reconsideration of the Board's order No. E-6208 in the matter of the application of Branniff Airways and Mid-Continent Airlines for approval of an agreement of merger. (Apr. 25.)

E-6365 makes effective April 28, 1952, the Board's opinion and order No. E-6341 establishing final mail rates for Frontier Airlines over its entire system. (Apr. 25.)

E-6366 authorizes Pan American World Airways to inaugurate service on April 15, 1952, to Fairbanks, Alaska, through use of Fairbanks International Airport. (Apr. 28.)

E-6367 approves certain agreements involving Northwest Airlines and Thai Airways Co., Ltd., various other air carriers, and other carriers, relating to intercompany arrangements. (Apr. 28.)

E-6368 denies motions of the cities and Chambers of Commerce of Corpus Christi and Harlingen, Texas, and the Lower Rio Grande Valley Chamber of Commerce for dismissal of the Board's investigation (Docket 3259) to determine whether services by Eastern Air Lines and Branniff Airways at Brownsville, Corpus Christi, and Laredo, Texas, should be suspended temporarily. (Apr. 28.)

E-6369 fixes and determines final mail rates to be paid Challenger Airlines Co. for Oct. 11, 1949, through May 31, 1950, over its entire system. (Apr. 29.)

E-6370 consolidates into this proceeding for hearing and decision the applications of Trans World Airlines (Docket 5448)

(Continued on page 72)

# Regulations of The Administrator

Through July 1, 1952

Note: Regulations of the Administrator marked with an asterisk (\*) on the list given below may be obtained from the Superintendent of Documents, United States Government Printing Office, Washington 25, D. C., at the prices indicated. Remit check or money order, made payable to the Superintendent of Documents, directly to the Government Printing Office. Copies of amendments may be obtained free of charge from the Office of Aviation Information, CAA, Washington 25, D. C., or may be found in the Federal Register for the dates indicated in parentheses. Copies of the Federal Register are obtainable from the Superintendent of Documents.

## Organization

\*Part 400—Organization and Function. (10c.)  
Amendments: 1 (July 11, 1951), 2 (August 14, 1951), 3 (Jan. 8, 1952), 4 (Jan. 17, 1952), 5 and 6 (Jan. 27, 1952).

## Procedures

\*Part 405—General Procedures. (5c.)  
\*Part 406—Certification Procedures. (10c.)  
Amendments: 1 (May 3, 1952), 2 (May 28, 1952).  
\*Part 407—Recordation Procedures. (5c.)  
\*Part 408—Enforcement Procedures. (5c.)  
Amendment: 1 (Available from CAA.), 2 (October 23, 1951).  
\*Part 410—Delegation Option Procedures for Certification of Small Airplanes. (5c.)  
\*Part 412—Appeals Procedure for Air Navigation Facility and Civil Airport Construction Projects Under Revised CMP Regulation 6. (April 16, 1952).

## Rules

### Airmen

\*Part 450—Inter-American Aviation Training Grants. (5c.)

### Aircraft

\*Part 501—Aircraft Registration Certificates. (5c.)  
Amendment: 1 (June 11, 1952).  
\*Part 502—Dealers' Aircraft Registration Certificates. (5c.)  
\*Part 503—Recordation of Aircraft Ownership. (5c.)  
\*Part 504—Recordation of Encumbrances Against Specifically Identified Aircraft Engines. (5c.)  
\*Part 505—Recordation of Encumbrances Against Aircraft Engines, Propellers, Appliances, or Spare Parts. (5c.)  
\*Part 506—Airworthiness Directives Recordation. (Available without charge from CAA.)  
\*Part 514—Technical Standard Orders — C Series — Aircraft Components. (October 12, 1951).

### Airports

\*Part 550—Federal Aid to Public Agencies for Development of Public Airports. (10c.)  
Amendments: 1-17 (Available from CAA.)  
\*Part 555—Acquisition of Government-owned Lands for Public Airport Purposes. (5c.)  
\*Part 560—Reimbursement for Damage to Public Airports by Federal Agencies. (10c.)  
Amendments: 1-2 (Available from CAA.)  
\*Part 570—Rules of Washington National Airport. (5c.)  
Amendments: 1-2 (Available from CAA.)  
\*Part 575—Federal Civil Airports on Canton and Wake Islands. (5c.)  
\*Part 580—Anchorage Airport and Fairbanks Airport. (5c.)

### Air Navigation

\*Part 600—Designation of Civil Airways (including amendments 1 through 18). (10c.)  
Amendments: 19-69 (Available from CAA.)  
\*Part 601—Designation of Control Areas, Control Zones and Reporting Points (including amendments 1 through 22). (15c.)  
Amendments: 23-75 (Available from CAA.)  
\*Part 608—Danger Areas (October 31, 1951).  
Amendments: 1 (Oct. 31, 1951), Correction (Nov. 8, 1951) 2 (Nov. 15, 1951), 3 (Nov. 16, 1951), 4 (Nov. 28, 1951), 5 (Nov. 29, 1951), 6 (Dec. 6, 1951), 7 (Dec. 12, 1951), 8 (Jan. 8, 1952), 9 (Jan. 8, 1952), 10 (Jan. 24, 1952), 11 (Jan. 23, 1952), 12 (Jan. 31, 1952), 13 (Feb. 8, 1952), 14 (Feb. 21, 1952), 15 (Mar. 4, 1952), 16 (Mar. 7, 1952), 17 (Mar. 13, 1952), 18 (Mar. 20, 1952), 19 (Apr. 4, 1952), 20 (Apr. 10, 1952), 21 (Apr. 17, 1952), 22 (Apr. 26, 1952), 23 (May 3, 1952), 24 (May 20, 1952), 25 and 26 (June 3, 1952), 27 (June 10, 1952), 28 and 29 (June 14, 1952), 30 (June 19, 1952).  
\*Part 609—Standard Instrument Approach Procedures. (July 27, 1951).  
Amendments: 1 (August 25, 1951), Correction (October 17, 1951), 2 (Nov. 6, 1951), 3 (Nov. 3, 1951), 4 (Nov. 21, 1951), Correction (Nov. 22, 1951), 5 (Dec. 11, 1951), 6 (Dec. 13, 1951), 7 (Dec. 18, 1951), 8 (Dec. 22, 1951), 9 (Jan. 17, 1952), 10 (Jan. 22, 1952), 11 (Jan. 22, 1952), 12 (Feb. 2, 1952), 13 (Feb. 16, 1952), 14 (Mar. 4, 1952), 15 (Mar. 13, 1952).  
\*Part 610—Minimum En Route IFR Altitudes. (July 27, 1951, corrected September 21, 1951).  
Amendments: 1 (August 4, 1951), 2 (August 24, 1951), 3 (Nov. 2, 1951), 4 (Feb. 2 and 9, 1952), 5 (Mar. 21, 1952), 6 (Mar. 26, 1952), 7 and 8 (Apr. 5, 1952), 9 (Apr. 15, 1952), 10 (May 3, 1952), 11 and 12 (May 23, 1952), 13 (June 3, 1952), 14 (June 19, 1952), 15 (June 28, 1952).  
\*Part 612—Aeronautical Fixed Communication. (5c.)  
Correction (Apr. 4, 1952), Amendment 1 (Apr. 15, 1952).  
\*Part 617—Airport Traffic Control Rules. (April 21, 1951).  
Amendment 1 (May 24, 1952).  
\*Part 620—Security Control of Air Traffic. (5c.)  
Amendments: 1-5 (Available from CAA.).  
\*Part 625—Notice of Construction or Alteration. (May 6, 1952).

### Miscellaneous

\*Part 635—Reproduction and Dissemination of Current Examination Materials. (Available without charge from CAA.)

# Scheduled Air Carrier Operations

(Continued from page 71)

## Domestic: January-April 1952, 1951

Operator	Revenue miles January-April		Revenue passengers January-April		Revenue passenger- miles (000) January-April		Passenger seat- miles (000) January-April	
	1952	1951	1952	1951	1952	1951	1952	1951
<b>Trunk Lines</b>								
American Airlines	26,821,661	20,822,547	1,448,974	1,374,674	814,390	681,417	1,187,484	897,134
Branniff Airways	3,983,607	3,740,390	258,492	241,037	88,438	82,122	146,574	131,406
Capital Airlines	8,027,493	7,328,232	553,881	513,412	166,427	159,600	326,698	280,003
Chicago & Southern Air Lines	3,043,046	2,478,266	159,193	129,140	61,445	48,304	101,109	72,613
Colonial Airlines	1,188,817	1,120,666	70,909	67,652	18,048	17,379	38,565	32,757
Continental Air Lines	2,485,456	1,981,811	105,779	75,902	40,576	27,532	80,484	57,028
Delta Air Lines	6,267,237	5,584,936	322,387	277,241	158,995	139,580	244,972	207,934
Eastern Air Lines	21,584,973	19,858,709	1,216,241	1,166,202	627,860	587,375	1,026,899	885,823
Inland Air Lines	795,972	951,886	29,869	29,817	12,037	11,762	19,140	22,954
Mid-Continent Airlines	2,710,526	2,556,226	130,013	114,242	39,895	34,790	74,989	62,908
National Airlines	6,091,015	5,500,486	258,863	229,093	182,857	162,556	276,253	235,805
Northeast Airlines	1,306,707	1,273,779	100,994	120,576	19,444	22,531	39,007	39,298
Northwest Airlines	4,373,014	3,746,549	221,558	162,838	147,793	105,121	241,410	204,696
Trans World Airlines	16,961,114	15,571,919	680,147	594,723	503,352	419,632	709,575	613,116
United Air Lines	21,439,172	17,405,589	954,394	882,024	614,249	489,605	915,988	677,073
Western Air Lines	3,359,561	2,704,578	213,536	186,416	78,488	66,959	125,107	107,327
Trunk Total	130,440,371	112,626,569	6,720,230	6,114,989	3,574,294	3,056,535	5,554,254	4,527,875
Index (1951=100)	115.82	100.00	109.90	100.00	116.94	100.00	122.67	100.00
<b>Local Service Lines</b>								
All American Airways	987,433	969,657	45,660	51,082	6,364	7,151	20,737	20,153
Bonanza Air Lines	296,112	297,418	10,577	9,294	2,706	2,365	6,675	6,074
Central Airlines	469,963	462,048	13,668	5,602	1,823	985	9,868	7,142
Empire Air Lines	404,796	406,682	14,516	12,737	2,865	2,541	8,501	8,540
Frontier Airlines	1,467,953	1,421,342	34,583	27,394	9,054	6,967	30,828	28,427
Helicopter Air Service	110,969	101,600	0	0	0	0	0	0
Lake Central Airlines	386,707	339,584	8,838	6,763	1,389	1,149	7,783	7,496
Los Angeles Airways	82,169	117,007	0	0	0	0	0	0
Mid-Continent Airlines	277,640	297,865	12,365	11,403	2,418	2,206	6,409	6,255
Mid-West Airlines	166,090	236,169	503	713	73	98	664	946
Ozark Airlines	842,126	450,279	18,203	8,804	2,951	1,320	21,053	8,023
Piedmont Aviation	1,518,811	1,178,674	60,257	48,152	13,803	11,020	31,896	24,753
Pioneer Air Lines	1,311,422	1,215,015	54,345	47,911	14,007	12,579	31,474	29,160
Robinson Airlines	467,242	425,927	24,484	25,622	3,942	3,976	9,724	8,494
Southern Airways	1,078,389	882,438	36,850	24,762	6,279	4,490	22,647	18,488
Southwest Airways	776,876	799,370	44,243	43,460	8,177	8,209	16,314	16,787
Trans-Texas Airways	900,698	904,096	22,969	22,189	5,079	5,364	18,915	18,986
West Coast Airlines	461,947	381,810	24,817	17,687	3,636	2,561	9,701	8,017
Wiggins, E. W. Airways	128,992	210,901	680	1,271	55	117	443	841
Wisconsin-Central Airlines	631,052	581,764	34,355	18,718	5,142	2,896	13,250	6,916
Local Service Total	12,767,387	11,669,646	461,913	383,564	89,763	75,994	266,882	225,498
Index (1951=100)	109.41	100.00	120.43	100.00	118.12	100.00	118.35	100.00
<b>Territorial Lines</b>								
Caribbean-Atlantic Airlines	243,096	211,163	41,076	34,783	3,246	2,739	6,498	5,705
Hawaiian Airlines	1,079,178	957,283	105,904	98,860	13,682	12,742	22,471	20,592
Trans-Pacific Airlines	444,693	283,996	41,599	26,366	5,179	3,141	12,451	7,957
Territorial Total	1,766,967	1,452,442	188,579	160,009	22,107	18,622	41,420	34,255
Index (1951=100)	121.65	100.00	117.86	100.00	118.71	100.00	120.92	100.00
Grand Total	144,974,725	125,748,657	7,370,722	6,658,562	3,686,164	3,151,151	5,862,556	4,787,628
Index (1951=100)	115.29	100.00	110.70	100.00	116.98	100.00	122.45	100.00

<sup>1</sup> Does not include April 1952 operations of Mid-West.

## Official Actions CAB

(Continued from page 71)

and United Air Lines (Docket 5501) in the matter of the application of the City and Chamber of Commerce of Las Vegas, Nev., for removal or modification of restrictions preventing local air passenger service by Trans World and United between Las Vegas and Los Angeles. (Apr. 29.)

E-6371 dismisses proceeding of investigation and suspension, instituted by Board order No. E-6177, of fare increases proposed by Western Air Lines. (Apr. 29.)

E-6372 dismisses proceeding of investigation and suspension, instituted by Board order No. E-6169, of a reduced passenger fare between Kansas City, Mo., and Chicago, Ill., proposed by Caribbean American Lines. (Apr. 29.)

E-6373 dismisses proceeding of investigation and suspension, instituted by Board order No. E-6137, of family excursion fares between points in the United States and Alaska proposed by Alaska Airlines, Inc. (Apr. 29.)

E-6374 dismisses complaints of American Airlines, Eastern Air Lines, and United Air Lines requesting suspension and investigation of certain proposed free and reduced transportation of tour conductors on coach flights of Northwest Airlines, Trans World Airlines, and Western Air Lines. (Apr. 29.)

E-6375 consolidates with the Texas Local Service case (Docket 3246) for hearing, the applications of the City of College Station, Texas, (Docket 5530) and of Pioneer Air Lines (Docket 5523) for air service to College Station and between Amarillo, El Paso, Tex., and Artesia, Clovis, and Roswell, N. Mex. (Apr. 30.)

E-6376 approves first resolution of agreement CAB No. 5044-A3; otherwise disapproves resolutions embodied in agreements between the air carrier members of the Air Traffic Conference of America and certain other air carriers relating to sale of airline reservations by agents for commission. (Apr. 30.)

E-6377 institutes investigation of and suspends through July 30, 1952, certain cancellation of coach fares for short hauls proposed by Eastern Air Lines; orders proceeding set for hear-

ing before an examiner of the Board at a time and place to be designated. (Apr. 30.)

E-6378 institutes investigation of and suspends through July 29, 1952, certain summer excursion fares, rules and regulations proposed by Delta Air Lines and Eastern Air Lines between points in Florida and in Louisiana and Texas; consolidates into this proceeding the complaints in Dockets Nos. 5515 and 5520 and orders the matter assigned for hearing before an examiner of the Board at a time and place to be designated. (Apr. 30.)

E-6379 denies City and Chamber of Commerce of Lubbock, Texas, leave to intervene in the Texas Local Service Case. (Apr. 30.)

E-6380 approves, subject to provisions, the interlocking relationships existing as a result of Laurence S. Rockefeller serving as director of Eastern Air Lines and having the nominees with Aircraft Radio Corp., Piasecki Helicopter Corp., Reaction Motors, Inc., Marquardt Aircraft Co., and Airborne Instrument Laboratory, Inc. (Apr. 30.)

E-6381 orders West Coast Airlines to show cause why the Board should not establish the mail rates set forth in an attached statement, over its entire system. (Apr. 30.)

E-6382 dismisses proceeding of investigation and suspension instituted by Board order No. E-6163, of proposals of Eastern Air Lines and Pan American World Airways to extend the application of the New York-San Juan tourist/coach class fares and provisions beyond March 25, 1952. (Apr. 30.)

E-6383 grants certain cities and chambers of commerce in

(Continued on page 73)

## "Tips" on Propeller Visibility

Brightly colored tips on propellers will give them additional visibility, making them appear as rings when revolving. Owner-pilots can help to avoid propeller accidents by having the tips painted red.



# Scheduled Air Carrier Operations

(Continued from page 72)

Domestic: January-April 1952, 1951

Operator	Revenue passenger load factor (percent)		Ton-miles flown					
	January-April		Express January-April		Freight January-April		United States mail January-April	
	1952	1951	1952	1951	1952	1951	1952	1951
<b>Trunk Lines</b>								
American Airlines	68.58	75.95	3,097,126	3,151,189	13,727,198	11,679,054	5,626,592	4,437,025
Braniff Airways	60.34	62.49	292,478	407,007	617,979	628,740	529,965	509,730
Capital Airlines	50.94	57.00	764,821	901,046	1,217,559	1,652,833	668,058	595,946
Chicago & Southern Air Lines	60.77	66.52	261,850	256,304	402,522	261,153	253,317	208,478
Colonial Airlines	46.80	53.05	29,081	31,997	45,718	36,650	45,516	35,167
Continental Air Lines	50.41	48.28	69,577	45,537	235,464	192,302	183,687	85,613
Delta Air Lines	64.90	67.26	391,244	422,864	1,372,568	1,270,597	658,557	570,658
Eastern Air Lines	61.14	66.31	1,190,585	2,064,400	2,198,749	1,782,118	2,023,054	1,911,761
Inland Air Lines	62.89	51.24	20,826	28,414	43,497	46,043	63,101	68,842
Mid-Continent Airlines	53.20	55.30	77,210	85,045	177,559	173,697	138,360	130,175
National Airlines	66.19	68.94	246,844	167,548	1,753,905	1,723,056	513,383	350,803
Northeast Airlines	49.85	57.33	61,773	75,659	66,211	79,876	50,815	45,602
Northwest Airlines	61.22	51.35	558,168	670,184	1,104,832	1,366,141	842,619	651,977
Trans World Airlines	70.94	68.44	2,014,935	2,985,134	5,408,229	5,203,262	3,884,441	3,681,449
United Air Lines	67.06	72.31	2,990,247	3,919,580	8,735,919	8,551,930	7,003,656	5,191,596
Western Air Lines	62.74	62.39	150,077	147,965	282,610	242,531	408,764	360,130
Trunk Total	64.35	67.50	12,205,842	15,361,873	37,371,619	34,889,983	22,893,889	18,832,952
Index (1951=100)	95.33	100.00	79.46	100.00	107.11	100.00	121.56	100.00
<b>Local Service Lines</b>								
All American Airways	30.69	35.48	38,845	51,137	0	0	19,647	15,081
Bonanza Air Lines	40.54	38.94	698	786	6,114	4,215	2,194	1,636
Central Airlines	18.47	13.79	3,113	0	7,301	0	8,392	6,390
Empire Air Lines	33.70	29.75	5,166	5,356	0	0	9,886	7,575
Frontier Airlines	29.37	24.51	22,283	20,332	132,427	79,570	35,073	33,451
Helicopter Air Service	17.85	15.33	15,746	40,921	0	0	9,299	7,274
Lake Central Airlines	37.73	35.27	9,099	15,083	12,189	12,959	5,466	5,663
Los Angeles Airways	12.05	10.36	0	0	0	0	1,995	2,272
Mid-West Airlines	14.02	16.45	17,153	21,130	0	0	11,159	4,719
Ozark Airlines	43.28	44.52	23,351	39,279	36,079	43,465	24,576	19,179
Piedmont Aviation	44.50	43.14	13,642	16,477	59,685	46,110	41,285	32,982
Pioneer Air Lines	40.54	46.81	14,999	20,031	9,464	12,822	9,610	8,580
Robinson Airlines	27.73	24.29	29,593	24,325	0	0	28,860	28,420
Southern Airways	50.12	48.90	14,181	15,078	48,311	56,554	25,617	16,768
Southwest Airlines	26.85	28.25	9,055	10,015	30,734	20,760	19,950	14,635
Trans-Texas Airways	37.48	31.94	3,730	3,060	17,261	15,360	3,253	2,204
West Coast Airlines	12.42	13.91	457	144	0	0	300	454
Wiggins, E. W. Airways	38.81	41.87	37,101	23,704	0	0	25,439	15,070
Wisconsin-Central Airlines	33.63	33.70	258,212	300,858	359,565	291,815	301,685	244,125
Local Service Total	33.63	33.70	258,212	300,858	359,565	291,815	301,685	244,125
Index (1951=100)	99.79	100.00	85.83	100.00	123.22	100.00	123.58	100.00
<b>Territorial Lines</b>								
Caribbean-Atlantic Airlines	49.95	48.00	0	0	10,631	8,389	3,588	3,006
Hawaiian Airlines	60.89	61.88	31,133	34,175	281,870	219,125	8,603	14,008
Trans-Pacific Airlines	41.60	39.47	3,763	458	12,258	6,479	6,836	0
Territorial Total	53.37	54.36	34,896	34,633	304,755	233,998	19,027	17,014
Index (1951=100)	98.18	100.00	100.76	100.00	130.24	100.00	111.83	100.00
Grand Total	62.88	65.82	12,498,950	15,697,364	38,035,943	35,415,791	23,214,601	19,094,091
Index (1951=100)	95.53	100.00	79.62	100.00	107.40	100.00	121.58	100.00

<sup>1</sup> Does not include April 1952 operations of Mid-West.

## Domestic: Passenger Miles Flown (Total revenue and nonrevenue, in thousands)

	January	February	March	April	Total
Trunk	879,152	686,220	961,581	1,035,928	3,562,881
Local Service	21,646	21,421	24,830	28,743	96,640
Territorial	5,851	5,494	5,198	6,149	22,692
Total	906,649	713,135	991,609	1,070,820	3,682,213

<sup>1</sup> Does not include April operations of Mid-West.

## Official Actions CAB

(Continued from page 72)

Alabama, Georgia, Mississippi, and North Carolina, and the Alabama Polytechnic Institute leave to intervene in the Southern Certificate Renewal case. (May 1.)

E-6384 dismisses proceeding of investigation and suspension, instituted by Board order No. E-6146, of proposals of Capital Airlines, Eastern Air Lines, National Airlines, Northwest Airlines, United Air Lines, and Western Air Lines to extend the expiration date of coach fares and provisions beyond March 31, 1952. (Apr. 30.)

E-6385 extends through August 11, 1952, the suspension, instituted by Board order No. E-6115, of a rule proposed by U. S. Airlines, Inc., concerning reservations for space on cargo flights. (Apr. 30.)

E-6386 in the Mid-West Certificate Renewal case amends

order No. E-6311 so as to permit Mid-West Airlines to terminate operations on route No. 90 on May 16, 1952, instead of July 1, 1952. (May 1.)

E-6387 dismisses application of the City of Anderson, S. C., and the Anderson County Airport Commission filed in the Southern Certificate Renewal case. (May 1.)

E-6388 denies motion of European-American Airlines, Inc., for postponement of oral argument now set for May 6, 1952, in the North Atlantic Certificate Renewal case. (May 1.)

E-6389 dismisses application of Overseas National Airways for institution by the Board of an investigation to determine what place, if any, large irregular and irregular transport carriers have in the development of civil aviation; denies application for exemption so as to permit it to engage in certain interstate, overseas, and foreign air transportation of persons and property. (May 1.)

E-6390 approves through June 30, 1955, and subject to stated conditions, amended agreement involving Pan American World Airways and certain other air carriers, foreign air carriers, and

## Civil Aviation Highlights

	1952	1951
Airports and airfields recorded with CAA June 1	6,149	6,309
By type:		
Commercial	1,940	2,196
Municipal	2,312	2,281
CAA Intermediate	53	68
Military	946	827
All others	1,495	1,437
a. Personal use	1,350	1,283
b. Miscellaneous government	145	154
Civil airports and airfields by class:		
Total	5,803	5,982
Class I and under	3,754	3,922
Class II	952	961
Class III	497	505
Class IV	373	376
Class V	128	136
Class VI and over	89	82
Total U. S. civil aircraft June 1	88,084	90,965
Scheduled air carrier aircraft June 1	1,292	1,217
Civil aircraft production April	291	247
1- and 2-place models	50	50
3-, 4-, and 5-place models	267	181
Over 5-place models	74	16
Traffic control activity April		
Aircraft operations, CAA airport towers	1,356,773	1,414,045
Fix postings, CAA airport centers	1,148,408	1,130,952
Instrument approaches, CAA approach control towers	32,650	25,152
<b>AIRPORT OPERATIONS</b>		
Washington National May		
Scheduled air carrier:		
Passengers departing	107,911	113,785
Passengers arriving	104,029	110,204
Aircraft arrivals and departures	12,042	12,673
Other aircraft arrivals and departures	3,070	4,354
San Francisco Municipal April		
Scheduled air carrier:		
Passengers departing	73,065	56,309
Passengers arriving	70,616	57,274
Aircraft arrivals and departures	8,776	7,778
Other aircraft arrivals and departures	3,844	3,604
Oakland Municipal April		
Scheduled air carrier:		
Passengers departing	13,189	9,302
Passengers arriving	13,505	9,138
Aircraft arrivals and departures	6,565	4,798
Other aircraft arrivals and departures	10,520	11,674
Miami International April		
Scheduled air carrier:		
Passengers departing	92,985	87,469
Passengers arriving	77,284	69,860
Aircraft arrivals and departures	9,715	10,188
Other aircraft arrivals and departures	15,062	10,454
Los Angeles International April		
Scheduled air carrier:		
Passengers departing	92,183	69,272
Passengers arriving	86,968	66,244
Aircraft arrivals and departures	9,773	8,914
Other aircraft arrivals and departures	6,717	5,705

<sup>1</sup> Airport type definitions: Commercial—Public use and public services; private control. Municipal—Public use and public services; public control. CAA Intermediate—No public services, CAA control. Military—No public services, military control. Other—(a) No public services, private control; (b) No public services, Federal Government control (Forest Service, etc.).

<sup>2</sup> The following is a breakdown of paved airports and unpaved airfields by class of facility:

Class of facility	Paved Airports		Unpaved Airfields		Total	
	1952	1951	1952	1951	1952	1951
I and under	123	113	3,641	3,809	3,764	3,922
II	188	174	764	787	952	961
III	338	339	159	166	497	505
IV	333	337	40	39	373	376
V	122	129	6	7	128	136
VI and over	84	80	5	2	89	82
Total	1,188	1,172	4,615	4,810	5,803	5,982

other carriers relating to the establishment and conduct of Regional Traffic Conferences of IATA. (May 1.)

E-6391 grants U. S. Airlines exemption of Nov. 1, 1952, from the provisions of section 401 (a) of the Act so as to permit it to engage in interstate, overseas, and foreign air transportation of persons pursuant to contracts with any department of the Military Establishment, and orders withheld from public disclosure until further order of the Board the petition and attachments filed Jan. 16, 1952, by U. S. Airlines for reconsideration of Board orders Nos. E-5832 and E-5968. (May 1.)

(Continued on page 74)

JULY 20, 1952

# Air Regulations and Manuals . . . . . July 1, 1952

TITLE	NO.	Civil Air Regulations				Civil Aeronautics Manuals			
		Price	Date	Amend-ments	Special Regulations	Price	Date	Supple-ments	Amending Releases
AIRCRAFT									
Certification, Identification, and Marking of Aircraft and Related Products . . . . .	1	\$0.05	1/15/51	1					
Airplane Airworthiness; Normal, Utility, Aerobatic, and Restricted Purpose Categories . . . . .	3	.15	11/ 1/49	8	358			9	193,202
Airplane Airworthiness . . . . .	04	.20	4/ 7/50		358, 375	( <sup>1</sup> )	7/ 1/44	1	
Airplane Airworthiness; Transport Categories . . . . .	34b	.25	7/20/50	6	358, 361			7	
Glider Airworthiness . . . . .	5	.05	3/ 5/52						
Rotorcraft Airworthiness . . . . .	6	.10	1/15/51	2	358			1	
Aircraft Airworthiness; Restricted Category . . . . .	8	.05	10/11/50			.60	1/ 1/51	2	
Aircraft Airworthiness; Limited Category . . . . .	9	.05	11/ 1/49	1					
Aircraft Engine Airworthiness . . . . .	13	.05	3/ 5/52		358				
Aircraft Propeller Airworthiness . . . . .	14	.05	3/ 5/52		358	.20	5/ 1/46		
Aircraft Radio Equipment Airworthiness . . . . .	16	.05	2/13/41			Free	2/13/41	2	62,272
Maintenance, Repair, and Alteration of Airframes, Powerplants, Propellers, and Appliances . . . . .	18	.05	6/15/52		377	1.25	8/ 1/49	1	
AIRMEN									
Pilot Certificates . . . . .	20	.05	8/ 1/49	10				1	
Airline Transport Pilot Rating . . . . .	21	.05	8/15/49	4					
Lighter-than-air Pilot Certificates . . . . .	22	.05	11/ 1/49	6					
Mechanic and Repairman Certificates . . . . .	24	.05	6/15/52		365			1	
Parachute Rigger Certificates . . . . .	25	.05	9/ 5/50	2					
Air-traffic Control-tower Operator Certificates . . . . .	26	.05	11/ 1/49	5				4	
Aircraft Dispatcher Certificates . . . . .	27	.05	11/ 1/49	4				2	
Physical Standards for Airmen . . . . .	29	.05	10/ 1/49	2					
Flight Radio Operator Certificates . . . . .	33	.05	2/15/50	5					
Flight Navigator Certificates . . . . .	34	.05	11/ 1/49	4				2	
Flight Engineer Certificates . . . . .	35	.05	11/ 1/49	4				2	
OPERATION RULES									
Air Carrier Operating Certification . . . . .	40	.05	9/ 1/49		356, 366, 367, 369, 378, 382			7	
Certification and Operation Rules for Scheduled Air Carrier Operations Outside the Continental Limits of the United States . . . . .	41	.05	11/15/49	5	356, 367, 381			13	
Irregular Air Carrier and Off-Route Rules . . . . .	42	.10	6/ 1/49	12	367, 368, 375, 378, 379	1.00	9/ 1/49	5	
General Operation Rules . . . . .	43	.05	8/ 1/49	7				3	
Foreign Air Carrier Regulations . . . . .	44	.05	9/ 1/49					1	
Commercial Operator Certification and Operation Rules . . . . .	45	.05	11/15/49	1	356, 367, 375				
Operation of Moored Balloons . . . . .	48	.05	9/ 1/49						
Transportation of Explosives and Other Dangerous Articles . . . . .	49	.10	7/20/49						
AIR AGENCIES									
Airman Agency Certificates . . . . .	50	.05	10/ 1/49	4		.50	8/—/51		
Ground Instructor Rating . . . . .	51	.05	10/10/49	2				1	
Repair Station Certificates . . . . .	52	.05	6/15/52			1.00	6/—/52		
Mechanic School Certificates . . . . .	53	.05	6/15/52			Free	5/—/40		
Parachute Loft Certificates and Ratings . . . . .	54	.05	10/15/49	1		.15	7/1/48		
AIR NAVIGATION									
Air Traffic Rules . . . . .	60	.10	8/ 1/49					2	
Scheduled Air Carrier Rules . . . . .	61	.10	9/ 1/49	7	356, 366, 367, 368, 382			11	
Notice and Reports of Aircraft Accidents and Missing Aircraft . . . . .	62	.05	5/ 1/49						

NOTE: Items for which a price is listed may be obtained from the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Remittances should be made by check or money order payable to the Superintendent. Amendments and Special Regulations may be obtained from the Publications Section, Civil Aeronautics Board, Washington 25, D. C. Free Manuals, Supplements and Releases are available from the Office of Aviation Information, Civil Aeronautics Administration, Washington 25, D. C.

<sup>1</sup> Pending publication of a complete Manual, supplements containing rules, policies, and interpretations of the CAR's will be issued in the form of pages for a Manual and will be available free of charge until release of the Manual.

<sup>2</sup> Certain aircraft may comply with the provisions of this Part or Part 4a. Interpretation No. 1 adopted March 7, 1952.

<sup>3</sup> Out of print.

## Official Actions CAB

(Continued from page 73)

E-6392 dismisses application of Norseman Air Transport, Inc. (May 2.)

E-6393 opinion and order fix temporary mail rates for Trans World Airlines, on an after July 1, 1951, in its transatlantic operations. (May 5.)

E-6394 approves certain agreements involving American Airlines and Colonial Airlines, various other air carriers, and other carriers, relating to intercompany arrangements. (May 5.)

E-6395 dismisses proceeding of investigation and suspension, instituted by Board order No. E-5693, as amended by E-5915, of 16-day round-trip excursion fares proposed by Northwest Airlines between Honolulu, Hawaii, and points in the U. S. and Canada. (May 5.)

E-6396 orders Cordova Air Service, Inc., to show cause why the Board should not establish the mail rates set forth in an attached provisional statement, over its entire system. (May 5.)

E-6397 orders Pacific Northern Airlines, Inc., to show cause why the Board should not establish the mail rate set forth in an attached provisional statement over its entire system. (May 5.)

E-6398 orders Alaska Airlines, Inc., to show cause why its petition filed on April 23, 1952, should not be denied and why the Board should not continue the current temporary rates established in orders Nos. E-5796 and E-5876, over its entire system. (May 5.)

E-6399 opinion and order fix certain temporary mail rates for Pan American World Airways, from April 5, 1948 to Feb. 29, 1952, over its Latin American routes. (May 5.)

E-6400 opinion and order deny application of Pan American World Airways for authority to serve American Samoa as an intermediate point between Canton Island and Suva, Fiji Islands on its route between the United States and Australia. Approved by the President 5-5-52. (March 4.)

E-6401 denies petition of Western Air Lines for consolidation of its application (Docket 3235) for an amendment to its certificate for route No. 63 so as to designate Las Vegas, Nev., as an intermediate point between Los Angeles and San Francisco, into the matter of the application of the City of Las Vegas and the Las Vegas Nevada Chamber of Commerce for removal or modification of the restrictions which now prevent Trans World Airlines and United Air Lines from carrying local air passengers between Las Vegas and Los Angeles. (May 5.)

E-6402 grants Seaboard & Western Airlines exemption to 6 months from April 26, 1952, from the provisions of sec 401 (a) of the Act and Part 291 so as to permit it to operate 6 one-way flights per month from Europe to the United States carrying refugees under contract with Provisional Inter-governmental Committee for the Movements of Migrants from Europe. (May 6.)

E-6403 dismisses complaints of Northwest Airlines requesting suspension and investigation of excursion fares proposed by Pan American World Airways and United Air Lines between Honolulu and west coast points. (May 6.)

E-6404 approves certain agreements between various air carrier members of the Air Traffic Conference of America and National Air Taxi Conference, and a resolution of ATC relating to cooperative efforts between certificated air carriers and Air Taxi Operators. (May 7.)

E-6405 grants Trans World Airlines exemption through June 30, 1952, so as to provide free interstate air transportation to a maximum of three technical employees of Sperry Gyroscope Co. for in-flight observation of Sperry engine analyzer equipment aboard its Constellation aircraft; orders filing of reports at stated intervals of flight data and persons flown. (May 7.)

E-6406 dismisses application of Vancouver Island Air Lines, Ltd., for a permit authorizing scheduled air transportation of persons and property by turning wheel, helicopter or similar aircraft between points in Canada and U. S. (May 7.)

E-6407 grants Mid-Continent Airlines exemption from the provisions of sec. 401 (a) of the Act so as to permit it to engage in air transportation of persons, property, and mail to Norfolk, Nebr., Yankton and Mitchell, S. Dak., on route No.

26, and to Austin, Minn., on route No. 48, until 60 days after the Board's disposition of the reopened proceeding in Docket No. 4052, et al. (May 8.)

E-6408 denies application of Wien Alaska Airlines for a temporary exemption so as to permit air transportation of property and mail between Fairbanks, Alaska, and Seattle, Wash., and Portland, Ore. (May 8.)

E-6409 fixes certain temporary mail rates for Northwest Airlines, on and after May 1, 1952, over its domestic routes, and between the United States and terminal points in Canada. (May 9.)

E-6410 denies and defers, until the conclusion of the investigation proceeding in Docket No. 4902, the applications in Dockets Nos. 5495 and 5037, respectively, of Consolidated Flower Shipments, Inc. - Bay Area, William Zappettini, and John C. Barulich, for exceptions from the provisions of the Act and the economic regulations. (May 8.)

E-6411 consolidates into the Southern Certificate Renewal case the application of the Columbus Chamber of Commerce, Columbus, Ga., (Docket 3522) for amendment of the certificate of Southern Airways so as to authorize service between Columbus and Birmingham, via Auburn-Opelika, Ala.; grants various cities and chambers of commerce in Alabama, Georgia, Florida, Mississippi, Tennessee, and South Carolina leave to intervene. (May 9.)

E-6412 denies application of Bonanza Airlines, Inc., for authority to suspend service temporarily at Carson City-Minden, Nev. (May 9.)

E-6413 grants Braniff Airways exemption, for 6 months or until final decision in the Central Renewal case (Docket 4083), from provisions of the Act and of its certificate for route No. 9, so as to serve Lubbock and Wichita Falls, Texas, on one round trip daily, provided that it shall not carry local traffic between those points. (May 9.)

E-6414 terminates proceeding of investigation instituted by order No. E-6227 in the matter of complaints of United Air Lines, Eastern Air Lines, and the American Society of Travel

(Continued on page 75)



## Official Actions . . . CAB

(Continued from page 74)

Agents, Inc., against American Airlines with respect to its block ticket plan. (May 9.)

E-6415 fixes and determines final mail rates to be paid National Airlines, on and after Jan. 1, 1952, over its entire system. (May 12.)

E-6416 opinion and order in the *U. S.-Europe-Middle East Cargo Service* case deny applications of Seaboard Western and Transocean Air Lines for a certificate. Approved by the President 5-10-52. (Feb. 9.)

E-6417 grants the City and Chamber of Commerce of Oklahoma City, Okla., the State of Texas, the Nagodoches County (Texas) Chamber of Commerce, and the East Texas Chamber of Commerce leave to intervene in the *Texas Local Service* case. (May 12.)

E-6418 institutes investigation of and suspends through Aug. 12, 1952, a certain fare and provisions proposed by Northwest Airlines for the air transportation of passengers from Anchorage, Alaska, to Seattle, Wash., on freighter type aircraft; consolidates Dockets 5536 and 5547 into the proceeding; and orders the matter assigned for hearing before an examiner of the Board at a time and place to be designated. (May 12.)

E-6419 approves agreement embodied in certain resolutions of joint traffic conferences 1-2 and 1-2-3 of IATA between Pan American World Airways, various air carriers, foreign air carriers, and other carriers, relating to an amendment of the North Atlantic tourist class fares resolution. (May 12.)

E-6421 dismisses application of Johnson Flying Service for renewal of its exemption authorized by order No. E-4246. (May 13.)

E-6422 dismisses complaints of Northwest Airlines and Pacific Northern Airlines against family excursion fares proposed by Alaska Airlines, Inc., between points in the United States and Alaska. (May 13.)

E-6423 grants the City, the Chamber of Commerce, and the Port of Tacoma, Tacoma, Wash., leave to intervene in the *Portland-Seattle Service* case. (May 16.)

E-6424 assigns for separate hearing, at a date and time to be fixed, the application of Delta Air Lines and Chicago & Southern Air Lines for approval of a plan for the combination of the corporate entities of Delta and Chicago & Southern. (May 13.)

E-6425 approves certain agreements involving Trans World Airlines and Pioneer Air Lines, various other air carriers, and other carriers, relating to intercompany arrangements. (May 13.)

E-6426 orders Monarch Air Lines to show cause why the Board should not establish the mail rates set forth in an attached statement, over its entire system. (May 13.)

E-6427 institutes investigation to determine whether the proposed integration of the routes of National Airlines and Colonial Airlines by means of merger, consolidation, acquisition of control, route transfer or any other lawful manner would be in the public interest; orders the matter assigned for hearing before an examiner of the Board at a time and place to be designated. (May 14.)

E-6428 denies motion of the city and Chamber of Commerce of Dothan, Ala., for dismissal of the Board's investigation instituted by order No. E-6005 in the *Southern Certificate Renewal* case with respect to air carrier service to Dothan. (May 14.)

E-6429 fixes temporary mail rates for Ellis Air Lines, on and after Jan. 1, 1952, over its intra-Alaska routes. (May 15.)

E-6430 consolidates into the investigation of air service by large irregular carriers and irregular transport carriers the applications filed in various dockets by Paul Mantz Air Services, North American Airlines, Trans National Airlines, and U. S. Aircoch. (May 15.)

E-6431 approves, subject to stated provisions, the interlocking relationships now or hereafter existing by reason of the holding by William S. Kerr of certain positions in the Railway Express Agency, Inc., and designated rail common carriers and their common carrier subsidiaries. (May 15.)

E-6432 supplemental order in the *North Atlantic Route Transfer* case stays the effectiveness of order No. E-5894 as it applies to flight engineers, mechanics, and flight service personnel, pending mediation by the National Mediation Board of the dispute relating to seniority matters growing out of the consolidation of operations of American Overseas Airlines with the transatlantic operations of Pan American World Airways, or until further order of the Civil Aeronautics Board. (May 16.)

E-6433 fixes and determines final mail rates to be paid Cordova Air Service, on and after Dec. 5, 1942, over its entire system. (May 16.)

E-6434 fixes and determines final mail rates to be paid Pacific Northern Airlines, on and after Dec. 5, 1942, over its entire system. (May 16.)

E-6435 fixes temporary mail rate for Parks Air Lines, Inc., for Sept. 15, 1950, through Sept. 25, 1950, over route No. 91. (May 16.)

E-6436 authorizes Trans-Pacific Airlines, Ltd., to inaugurate service on or about May 20, 1952, to the Island of Maui through the use of the Kahului Airport. (May 16.)

E-6437 grants the Austin Chamber of Commerce, Austin, Tex., leave to intervene in the matter of the application of Trans-Texas Airways for renewal of segments 2 and 6 of route No. 82. (May 16.)

E-6438 approves, subject to stated condition, agreements CAB Nos. 686-A17, 686-A18, 1829-A4, 2632-A2, 5235-A2, 5235-A3, and 5388-A2 between Delta Air Lines and Trans World Airlines, Capital Airlines and National Airlines, American Airlines and Delta Air Lines, Continental Air Lines and Mid-Continent Airlines, Continental Air Lines and American Airlines, involving interchange of equipment. (May 19.)

E-6439 grants Pan American World Airways exemption for 1 year from the provisions of section 401 (a) of the Act and of its certificate, so as to permit it to operate direct nonstop flights between Havana, Cuba, and Tegucigalpa, Honduras, on route No. FAM-5, provided they do not serve points on Pan American's route south of Tegucigalpa. (May 19.)

E-6440 dismisses application of Boone County Airlines for an exemption. (May 19.)

E-6441 approves certain agreements involving American Air-

## Accident Reports

**Stalled at Low Altitude.**—An inadvertent stall at a low altitude was the probably cause of an accident in which the three occupants of a United Air Lines' aircraft were killed near Redwood City, Calif., September 12, 1951, the Civil Aeronautics Board found. Occupants of the plane were two pilots and a flight engineer. One of the pilots was being given a semi-annual instrument check.

The flight had been cleared for a simulated instrument landing system (ILS) approach to San Francisco International Airport. The aircraft, with No. 4 propeller feathered, stalled and abruptly dived from an altitude of approximately 300 feet and was demolished upon impact in San Francisco Bay.

Engines Nos. 1, 2, and 3 were developing power at the time of impact. The No. 4 propeller was feathered. However, the Board said, no evidence was found of structural failure or malfunctioning of this engine or its propeller. The landing gear was extended and wing flaps were down 10 degrees at time of impact. About 75 percent of the aircraft was recovered but no evidence of fire, fuel or electrical system malfunction, or structural failure in flight was found.

"The flight path pattern and the observations of witnesses definitely indicate that the stall was the cause of the accident," the Board said. "The evidence available does not permit a definite determination of the cause of the stall."

## U. S. Has 54,000 Civil Planes in Use

More than 50,000 single-engine civil aircraft are in active service in the United States, as compared with approximately 2,700 twin-engine, 540 four-engine and 12-tri-motored aircraft, a statistical study by the Civil Aeronautics Administration, U. S. Department of Commerce, shows.

The report, entitled "Statistical Study of United States Civil Aircraft as of January 1, 1952," presents detailed information on active and inactive aircraft by manufacturer and by model. Previous reports have proven valuable to many people in connection with studies of the civil aircraft industry.

lines and Southern Airways, Inc., various other air carriers, and other carriers, relating to inter-company arrangements (May 19.)

E-6442 consolidates into the *Southern Certificate Renewal* case the joint application filed in Docket No. 5565 by the cities of Auburn, Opelika, Troy, Andalusia, Opp, and Brewton, Alabama, for amendment of Southern's certificate as to authorize service to Mobile, Ala., via those points; grants the Alabama State Department of Aeronautics, the chambers of commerce of Greenville, S. C., and Memphis, Tenn., leave to intervene (May 21.)

E-6443 fixes and determines final mail rate to be paid West Coast Airlines, on and after January 1, 1952, over its entire system (May 21.)

E-6444 dismisses petition of Western Air Lines for an order of declaratory relief relating to compliance with an order of the California Public Utilities Commission requiring partial refunds of certain coach fares for transportation between Los Angeles and San Francisco (May 21.)

E-6445 grants Caribbean Atlantic Airlines leave to intervene in the matter of the application of Empresa de Transportes Aereos Brasil, S. A., for an amendment of its permit so as to add San Juan, P. R., and Ciudad Bolivar, Venezuela, as intermediate points on its route (May 21.)

E-6446 dismisses application of John C. Van Arsdale, d. b. a. Cape Cod Flying Service, for an exemption so as to provide scheduled service between Boston and Provincetown, Mass., from May 1 to October 1 (May 22.)

E-6447 opinion and order in the *Lehman Brothers Interlocking Relationship* case approve certain interlocking relationships and disapprove others (May 21.)

E-6448 denies the Chamber of Commerce of Oakland, Calif., leave to intervene in the *Portland-Seattle Service* case (May 22.)

E-6449 dismisses application of Riddle Aviation Co. for a temporary exemption so as to carry couriers when required by the military service (May 22.)

E-6450 dismisses application of Frontier Airlines for an exemption so as to operate directly between Casper and Rock Springs, Wyo., and to overfly Rawlins, Wyo. (May 22.)

E-6451 grants Trans-Texas Airways temporary exemption so as to permit it to serve Mission-McAllen-Edinburg, Tex., through an airport other than Moore Field (May 23.)

E-6452 opinion and order deny application of Chicago and

## CAB

**Radio Equipment Not Utilized.**—Failure of the pilot to follow procedures and properly utilize the radio facilities for approach and let-down at Fairbanks, with the results that the flight became lost, was the probable cause of an accident near Fairbanks, Alaska, December 30, 1951, the Board found. A Transocean Air Lines plane was demolished and all occupants—two pilots and two passengers—were killed in the accident.

The flight was being conducted under instrument flight rules. Weather conditions were substantially the same as forecast and would not have precluded a successful approach and landing at Fairbanks, the Board said.

"The almost complete lack of adherence to the flight plan following departure from Bettles, and the wide discrepancies between the position reports and radar plots indicate that this accident was the result of errors in navigation," the Board said. "Several theories have been advanced in an effort to verify the track made good, the cause of the pilot's confusion regarding his position, and suggested methods of utilization of the radio navigational equipment aboard the aircraft. No detailed discussion of these points is deemed feasible, since pure conjecture would become the dominant factor. It is apparent, however, that intelligent and proper use of the radio equipment was not accomplished after the flight's passage over Bettles, resulting in increasing confusion which culminated in the accident."

The study, by Aviation Statistics, Program Planning Staff, shows that on January 1, there were 54,039 active and 34,506 inactive aircraft on record with the CAA. On that date, the scheduled airlines of the United States had a total fleet of 1,253 aircraft.

The five leading states in terms of civil aircraft ownership were: California with 9,845; Texas with 6,404; Illinois with 4,779; New York with 4,308; and Ohio with 4,187.

Copies of the publication are available from the Office of Aviation Information, Civil Aeronautics Administration, Washington, D. C.

Southern Air Lines and Pan American World Airways for approval of an interchange agreement to provide through service between Chicago/St. Louis and Mexico City (May 23.)

E-6453 severs from the *Texas Local Service* case and dismisses the application of Braniff Airways (Docket 5058) for amendment of its certificate so as to include Longview, Tex. (May 26.)

E-6454 grants application of Cordova Air Service for waiver of a condition in its loan agreement with the Reconstruction Finance Corp. (May 23.)

E-6455 terminates suspension of Regina Cargo Airlines' letter of registration (May 23.)

E-6456 grants temporary exemption to Trans World Airlines so as to permit it to serve Albuquerque and Santa Fe on the same flight with the provision that local traffic shall not be carried between the two points (May 23.)

E-6457 consolidates applications of Stewart Air Service, Dockets Nos. 5566 and 5567, into the proceeding concerning the matter of the investigation of air service by large irregular carriers and irregular transport carriers (May 23.)

E-6458 consolidates into the proceeding concerning the investigation of fares applicable between points in Oregon and Washington, and Fairbanks and Anchorage, Alaska, the proceeding in Docket 5536 concerning a proposal by Northwest Airlines to establish a passenger fare between Anchorage and Seattle (May 23.)

E-6459 opinion and order in the *Braniff/Mid-Continent Merger* case approve, subject to certain protective labor conditions, the agreement of January 24, 1952, providing for a merger of Braniff Airways, Inc., and Mid-Continent Airlines, Inc. (May 26.)

E-6460 opinion and order in the *Piedmont Certificate Renewal* case renew temporary certificate of Piedmont Aviation, Inc., for route No. 87 until December 31, 1957; suspend certificate of Capital Airlines for service to Hickory, N. C., on route 51, and of American Airlines for service to Lynchburg and Bristol, Va., on route No. 4, until December 31, 1957 (May 26.)

E-6461 disapproves creative fares proposed by Braniff Airways for air transportation between points on its international system (May 26.)

E-6462 fixes temporary mail rates for Wien Alaska Airlines, on and after January 1, 1952, over its routes certificated for the transportation of mail (May 26.)

# Six Major Airlines Move to Eliminate Certain Restrictions in Tariff Rules

The Civil Aeronautics Board announced last month that six major trunk airlines have agreed, after negotiations with the Board, to eliminate certain rules published in their airline tariffs, including the rules which restrict the time for filing notice and bringing suits for personal injuries or death. As a result of the changed tariff rules, the filing of such claims will be governed by the general law and statutes of limitations and will not be affected by special restrictive provisions in the tariffs limiting the time for filing such claims.

The Board, in August 1949, instituted an investigation looking into numerous passenger and cargo tariff rules concerning the liability of air carriers, domestically and internationally, and said that the investigation would seek to determine whether the rules questioned were unlawful. The Board, in the interest of protecting the air traveler, took steps to investigate the passenger rules involved, particularly those governing personal injuries, death, and loss and damage to baggage. After extended negotiations with the airlines involved—which include all United States trunk line carriers—six carriers, American Airlines, Braniff Airways, Capital Airlines, Colonial Airlines, Delta Air Lines and National Airlines have agreed voluntarily to remove certain objectionable provisions from their tariffs. The Board is hopeful that, in the interest of maintaining the confidence of the traveling public, the other airlines involved will take similar action.

The six airlines have further agreed to eliminate from their tariff rules provisions that relieve the airlines from liability under certain circumstances for the death or injury of a pregnant woman, her unborn child, or injury of passengers with certain types of preexisting conditions such as a weak heart.

**Time Limit Changed.**—Further revisions in tariff rules have been made by changing the time limit for filing notice of claims for loss of baggage and personal property, so that passengers will now be required to file written notice of claims within 45 days with any office of the carrier, and suits must be filed within 2 years. The previous rule provided only 30 days for filing claims and 1 year for filing suits. The carriers have agreed also to give notice of this rule to the traveling public so that their rights will be protected.

The six airlines have agreed further to give reasonable and practical notice to passengers that there exists a \$100 liability limit for the loss of checked and unchecked baggage, but that passengers may further insure their baggage for substantial amounts for a nominal sum, and thus afford themselves further protection against possible loss and damage.

In the future claims for overcharges shall not be subject to any tariff rules, so far as the six airlines are concerned, but will be treated as ordinary matters of contract and governed by the appropriate State statute of limitations.

As a result of these six airlines accepting the additional responsibility entailed by the elimination and amendment of tariff rules, the Board has dismissed that portion of its investigatory proceeding applying to these rules of the airlines involved.

The Board further proposes to go forward vigorously and promptly with its investigation of carriers who refuse to make changes similar to those announced today, and it will continue negotiations with the carriers on other passenger and freight tariffs involved in the investigation.

The Board said it is believed that the action taken by these six airlines in eliminating objectionable and possibly unlawful tariff regulations will protect the public from any possible injustices resulting from the questionable rules, and that by making air tariff rules conform more closely to rules for rail and bus

transportation there will be less misunderstanding by the traveling public as to their rights.

## Maneuvers at Low Altitudes Cause Many Plane Accidents

Most of the casualties in aviation have been caused by maneuvers at low altitudes. In case of engine failure, you have little or no choice of landing fields; also, you are limited in opportunity to maneuver to avoid obstructions or even to head into the wind. Sudden turbulence, a minor distraction, or slight inattention may put the plane momentarily out of control and without sufficient altitude to effect recovery.

Even though you may feel that no hazard to other persons or property is involved, low flying always has potential danger from unforeseen developments. Furthermore, it invariably is a source of annoyance to people on the ground, even in sparsely populated areas.

One of the greatest deterrents to the further development of private flying at this time is the growing resentment of the general public to the nuisance of low-flying aircraft over residential or recreational areas. The experienced pilot avoids such areas whenever possible and when he must fly over them does so at a safe altitude.

## CAA Issues New Edition Of "Student Pilot Guide"

A new edition of "Student Pilot Guide," a booklet presenting useful information for the student pilot, has been issued by the Civil Aeronautics Administration. The publication is on sale at 10 cents a copy by the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.

The booklet summarizes pertinent Civil Air Regulations, safe flying practices, and procedures the student pilot must follow in preparing himself and applying for a private pilot certificate. The new edition replaces one issued in January 1948.

## Board Grants Certificate For Florida-Nassau Service

The Civil Aeronautics Board, in a supplemental opinion in the *Florida-Bahamas Service* case, has granted Mackey Air Transport, Inc., of Fort Lauderdale, Fla., a 3-year certificate authorizing foreign air transportation of persons and property between co-terminal points West Palm Beach, Palm Beach and Fort Lauderdale, Fla., and the terminal point Nassau, British West Indies. The Board's order was signed by President Truman on June 6, 1952.

### Aircraft Inspection Requirements

An aircraft privately owned and operated must be given an annual CAA inspection. If used for hire, it must be given an additional inspection by a certificated mechanic for each 100 hours of flight time.

## AL-VOR Charts Offered On Subscription Basis; Distribution Automatic

For users who require large quantities of Instrument Approach and Landing charts for VHF omnidirectional ranges (AL-VOR) an automatic distribution system on an annual subscription basis was inaugurated by the Coast and Geodetic Survey, U. S. Department of Commerce, beginning July 1, 1952.

Charts of this series are available for approximately 100 airports in the United States. The charts are designed primarily for use in an approach by instruments under conditions of low visibility. They also serve as contact charts after a break-through on instruments, and as airport vicinity charts. The charts combine an approach chart and a landing chart printed back to back on standard page size, 8 by 10½ inches.

The approach chart is published at the scale of 1:250,000 and portrays the region within a 13-mile radius of the airport. The landing chart is at the scale of 1:31,680 and presents in greater detail the area in the immediate vicinity of the airport. The pattern of the airport is shown with length of runways and elevation of the field. Obstructions, lights, and buildings are also shown.

**New Charts Added.**—The charts are revised whenever changes affecting the safety of aircraft occur usually upon publication of a new procedure. New charts are added to the series as required to meet the demands of present-day flying. Two revisions a year are usually made of each chart. A list of available instrument approach and landing charts with the latest date of revision is issued monthly and may be obtained upon request from the Coast and Geodetic Survey.

Under the automatic distribution system all revisions of a chart are furnished as they become available during the year without additional cost to the subscriber. A complete set of one each of the charts will be distributed on a subscription basis of \$6.00 per year. Subscriptions include an initial issue of all charts that are available at the time the subscription is received as well as all revisions and new AL-VOR charts printed during the ensuing 12 months.

In addition, annual subscriptions will be priced at 5 cents per year per chart when ordered in quantities of 20 or more copies of an individual chart. Grouping of different quantities of various charts to total 20 will not be accepted as subscriptions. All subscriptions must be paid for when the order is placed and will not be honored unless accompanied by the proper remittance.

Subscription orders should be addressed to the Director, U. S. Coast and Geodetic Survey, Washington 25, D. C. The orders should be plainly marked "Subscription" so that they will not be handled as orders for individual charts.

The AL-VOR charts may also be obtained from authorized sales agents and district offices of the Coast and Geodetic Survey.

### RTCA Report Available

The executive committee of the Radio Technical Commission for Aeronautics has accepted the report of its Special Committee 56 entitled "Temporary Assignment of the Frequencies 126.1 and 126.3 Mc to the Department of the Army." The report is identified as paper 142-52/DO-45 dated June 23, 1952, and may be obtained from the RTCA, 1724 F Street, Northwest, Washington 25, D. C., at 15 cents a copy.



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